



messing about in BOATS

Twice a Month!

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messing about in BOATS

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TION OF YOUR SUBSCRIPTION
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Our Next Issue...

Will feature coverage of the
Maine Boat Builders' show, where
we had the opportunity to look over
many interesting small boats and
meet their builders. Whatever room
is left after this will be filled with
any of the following that might fit:
Moby Nick Scheur concludes his
chronicle of the sidewalk skiff in
"The Nipper"; Mississippi Bob
Brown tells us how to build
"QD-2"; Duncan Winning discusses
Scottish double kayaks from the
'30's on; Mac McCarthy reports on
"Five Days of Uninterrupted Pad-
dling"; Sam Cox reports on winter
messing about in Mexico; Mike
Pesare presents his report on
"Yachting on the Clyde". Obviously
they'll not all make it. But another
issue is coming right after. And
then another, and then...

On the Cover...

"Evelina M. Goulart's" work-
ing days, such as pictured back in
1945 in swordfishing trim on the
cover, are long over, but now this
last remaining Gloucester fishing
schooner essentially unmodified
from her original construction has
come home to Essex, Massachusetts,
where she was built in 1927, to be-
come the largest artifact held by
the Essex Shipbuilding Museum. A
lengthy story on the homecoming is
featured in this issue.

Commentary

**BOB
HICKS**

This issue carries a long
report on the homecoming of the
Gloucester fishing schooner
"Evelina M. Goulart" to where she
was built, in Essex, Massachusetts,
back in 1927. It's a tale of yet an-
other effort at preservation of a
unique vessel, one I happened to
live near enough to so I could get
the story first hand from the peo-
ple involved, and not rely on re-
ports sent to me by those engaged
in such an effort.

There exist formal organiza-
tions formed to encourage historic
ship preservation. The National
Maritime Historical Society, to
name one, publishes "Sea History"
and proslytizes constantly to devel-
op support for saving old ships
that have some significance. A
number of maritime museums have
acquired historic ships, and strug-
gle to find funds with which to
preserve them, if not actually re-
store them. The Essex Shipbuilding
Museum would have to rank right
down at the bottom of the list of
such museums in terms of financial
assets. Essentially, the little com-
munity museum has no money at
all, nor any sort of endowment.
Yet, when opportunity knocked,
this group arose to the challenge,
and with a lot of help from their
friends, now have back at the site
of its launching, one of the last of
the Gloucester fishing schooners
not modified for passenger carrying
or "tall ship" affairs.

This achievement is a monu-
ment to the active involvement of
over a hundred people from the commu-
nity and many key professionals
from the marine industry, all of
whom worked on the project as vol-
unteers, and some of whom also
provided major league equipment
needed to move a near-derelict 160
ton ship from Buzzards Bay to the
north shore of Massachusetts. It
happened despite opposition from
some in the community who envi-
sioned the huge artifact as an alba-
tross with which they'd be saddled,
one that would either consume huge
amounts of money, or decay on the
town waterfront in full public
view.

But, this is not a romantic
fantasy involving restoration to
former glory of a ship too far
gone. The concept is realistic mu-
seum thinking. The "Goulart" will
become an exhibit of just how the
Story Shipyard once built the famed
Gloucester fishing schooners. She
is the real thing, not a recreation
or replica. The scheme is to estab-
lish the "Goulart" on her final site
(yet to be determined), repair and
repaint the best side. The bad side
will have its planking stripped off,
along with chosen frames, etc. to
make it possible to look right into

the interior and see how she was
built.

This means more effort yet to
come, what with stabilizing the
ship, constructing suitable shelter
from the weather, and recondition-
ing her sufficiently for such a dis-
play. And these tasks are not the
ones which carry the aura of nos-
talgia and adventure that her res-
cue and return created. The in-
volvement of over 100 volunteers
and business enterprises reached
its climactic moment last November
when the "Goulart" arrived home,
and nostalgia peaked. After the first
failure to get her up on shore,
which we chronicle in our report
in this issue, the ranks of volun-
teers thinned considerably. The
"Goulart" wintered over ashore be-
side the town ramp, but Spring
will be bringing back the require-
ment of finishing the job.

I thought this whole story
showed what true belief can accom-
plish in these commercial times.
Instead of going around begging fi-
nancial handouts to enable them to
acquire this historic vessel, the
people involved just went ahead
and did what had to be done. Too
much recognition cannot be given
to the contribution of millions of
dollars of equipment, and payrolls
by several business firms, all for
the cause. Capt. Bob Douglas of
"Shenandoah" deserves prime recog-
nition for realizing "Goulart" was
worth saving, and spending much
money to do the necessary initial
salvage and stabilization work. And
the long list of local people who
put in time, equipment and effort
as each was able, completes the
roster of true believers.

The Essex Shipbuilding
Museum has a unique role in his-
toric preservation amongst far
larger institutions. Virtually all of
the Gloucester fishing schooners
that worked over 100 years fishing
the Grand Banks were built by a
dozen or so yards in this tiny com-
munity, and before them, boat-
building for the fishing trade went
on here back into the 1600's. It
was a "one-industry" town that had
a profound effect on the fishing in-
dustry. Were it not for a few dedi-
cated people, the history of all
this, which pretty well concluded
just before World War II, would
have been lost, and the tools and
artifacts lost forever also. Now
with one of the ships actually built
in Essex come home, it seems as if
this museum's time might have ar-
rived, and that it should be get-
ting some of the large scale help
and attention it needs to establish
the results of ten years of volun-
teer effort in a permanent and his-
torically appropriate setting.

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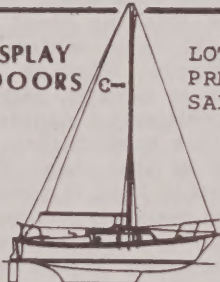
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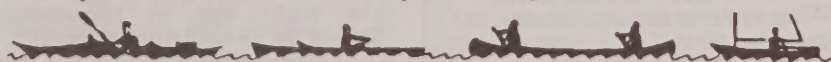
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NOVELTY IN NEW MEXICO

Wooden boats are a real novelty here in New Mexico, but I have hooked up with some other land-locked boat nuts since moving here after closing my canoe shop in Maine. It happens that there are some wonderful places to sail in the northern mountains.

My "fleet" now consists of my 1924 Old Town double-ended lake boat converted to sail; a 1920 17' Old Town HW canoe; a 16' Old Town Otca; and a 1930 Old Town double-masted sailing canoe with sponsors.

I have started a network of wooden boat folks here through the Albuquerque Woodworkers' Association. Enjoying wooden boats in the high desert is a real kick!

Daniel Hamilton, Bosque NM.

NO ROOM IN THE GARAGE

I started messing about with old duckboats and canoes a couple of years ago and now my car won't fit into the garage!

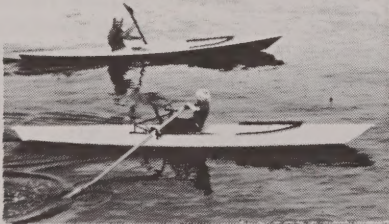
Mike Borrett, Madison, WI



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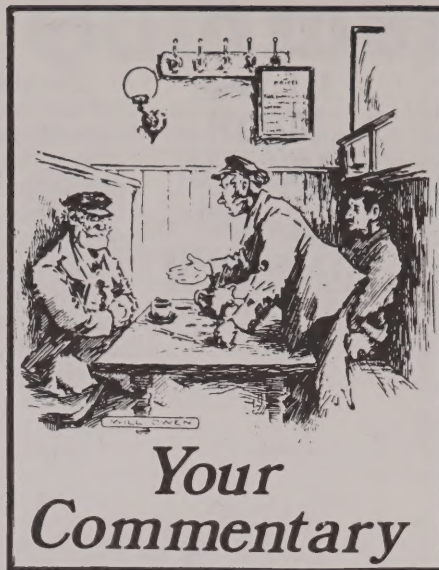
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TRUCKING AWAY A THOMPSON

We moved ourselves when we came east from Michigan. The five boats I had at the time were more than I wanted to deal with so the Snipe, Sailfish and one canoe were sold. This left me a Thompson canoe and my homemade kayak. The Thompson had been built around the turn of the century. An uncle had bought it as a youth and it had passed down through the family to me. It had a sailing rig and was still in good condition.

After thinking about what my uncle might have wanted, I asked the Thompson Company if they would like to have it, and they responded positively, planning to include it in a museum they were establishing at that time. They told me they would have it picked up.

I was certainly unprepared for the truck that appeared soon after. It was huge, the flatbed on it must have been 50' long! It was rigged to carry up to three 25' to 35' cruisers, although it had only one aboard when it arrived. Well now, where do you put a fragile canoe on a rig like this? The chains used to hold down the cruisers would crush the canoe hull by their weight alone. We finally concluded that the best place for it was on top of the cab. I contributed some rope for the purpose and when it was safely in place, it looked much like an oversize hood ornament way up there. A ridiculous sight.

I never did hear if it arrived safely in Wisconsin.

Chuck Wright, E. Falmouth, MA.

FIRST PROJECT

My first boat project is coming up this summer. After months of study I selected a Cajun Pirogue from Fibercraft of Halifax, Massachusetts. It's still too cold to begin right now in Minnesota but Spring is around the corner.

Marguerite
 Minneapolis, MN.

Engel,

PUTZ THE "SIGNIFICANT PLUS"

Your review of George Putz's new book, "Wood & Canvas Kayak Building" in your March 1st issue is right on the mark. George is definitely the "significant plus" of the book, as you so aptly put it, and his unpretentious approach and quiet humor are in sharp contrast to most of the terribly serious boatbuilding books on the market.

Back in the 1960's and early '70's when we were having so much fun with the old "National Fisherman", I had the pleasure of running one of George's first published articles. He was what we called a "tough edit", and as we printed more of his stories, I soon automatically placed thesaurus and dictionary close at hand so I could figure out what he was writing about. Fortunately he had a lot to say, doing it with verve and insight, and as I have worked with him over the years, I have watched George develop into one of the best and most interesting marine writers today. His ability to take apart arcane boatbuilding methods and put them into words the wood bruisees among us can understand, and do so with casual humor, places George in the ranks of such scribes as Pete Culler, Sam Rabl and Westy Farmer.

George tells me he is already outlining his next book, an account of the interesting times we have seen in the maritime world during the past quarter century. George is not so much a curmudgeon as an iconoclast, so we can be sure his account will be on the cutting edge, so to speak. I for one will be looking forward to its publication.

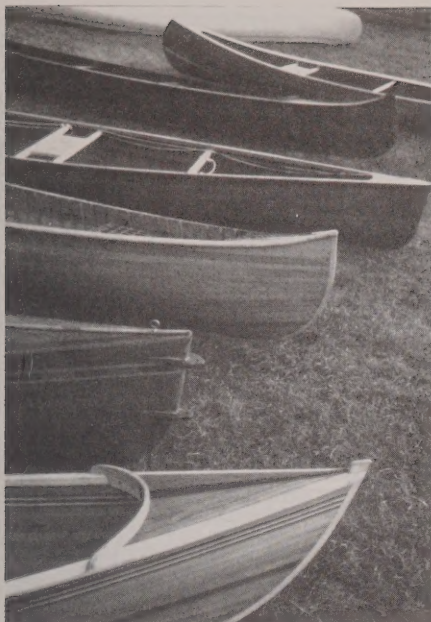
David R. Getchell, Sr., Appleton, ME

IN SEARCH FOR THE PERFECT...

In search for the perfect jack-of-all-surfs, a sea gypsy's survival boat, a Greenpeace attack boat, and so on... Describing some demanding design needs for an expedition boat, and co-op proposals that amongst your readers might be answered by one more daring, less conservative, research, innovative and sea minded soul. A trifle complicative may emerge the build, i.e. (not) slow and (radically) clean, maybe except for the trial versions. Presently I dream of an enlarged, much seabright-ended 14' FG dory skiff, covered, water ballasted....

Michael Basche, Rarolinenstr. 20C, 2000 Hamburg 36, Federal Republic of Germany.

ED NOTE: The above is published verbatim from a handwritten letter from a small boat fan from Germany. He invites interested responses.



BUY A WOOD BOAT

Buy a crafted wood boat,
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By "Herb"

ALL NEW "LAUVEK CHALLENGE"

The very same people who perpetrated the late, lamented "Bilgewater Regatta" upon an unnoticing boating public would like to announce the all new "Luavek Challenge Cup". We are now looking for potential participants for this unique regatta.

This is an event for budget built boats of LAUan plywood rigged with tyVEK sails. Design limitations will be only a maximum length and beam. The race course will be most likely a beam reach and a run. It will be deep within the protected waters of Salem's inner harbor off the Marblehead west shore where the shallow waters limit the intrusion of other boats. The race will take place either on June 15th or 29th on favorable tides and will be officiated by the "Friends of Antiquity" aboard their 1940 Chris Craft flagship.

Right now we're looking for letters from anyone who might be interested in taking part. These will encourage us to flesh out the details. I hope to do a mailing the end of April to all who respond, with those details.

I'd like to stress that the previous emphasis has always been on "quick and dirty". The last "Bilgewater", run in 1988, was won by an 18' Hobie Cat replica made of \$4.99/sheet frosted southern pecan bathroom panelling. You too can design, build and race your own rulebuster yacht for the cost of a case of imported beer.

"1991 Lauvek Challenge", c/o Andy Klickstein, 64 Clark Rd., Ipswich, MA 01938

PRICES, FEES & BOATS FOR JAPAN

I went into a marine dealer store recently to get some paint, and while awaiting my turn at the counter I looked over their assortment of new outboard motors, and the price tags on them! Later at home, I looked over the assortment of advertising circulars that had come in the mail from hardware stores and garden shops. I saw that walk behind lawnmowers of 2hp to 4hp sell for \$150 to \$250, and riding mowers of 5hp to 8hp sell for around \$1,000. I figure they contain as many parts and as much manufacturing work as outboard motors of comparable power. So why are the outboards priced so much higher?

If this new federal user fee goes into effect this summer, it means that pleasure boats will be paying both state and federal governments for the privilege of using the coastal waters. Suppose automobiles had to pay both state and federal fees. The howl would be heard all the way to Tasmania! This user fee could send even more power boats to already crowded inland lakes.

I was surprised at the reactions to that recent little ditty about the Japanese in a canoe. I thought it had some serious truth behind it. But I think we might take advantage of their not yet being in the small boat business by getting some of the beautiful boats we see on your pages shipped over to sell to the well-to-do Japanese. I found from friends in the trade that the huge Japanese car boats that arrive here return home empty as they are not set up to efficiently handle odds and ends of cargo, and that the Japanese restrict imports so severely that sufficient cargoes in volume cannot be gotten together. I figure there must be some small boat nuts amongst the Japanese merchant marine people and maybe they could get interested in the fine traditional boats our builders build, enough to sneak a few onto their empty car boats. If a few dozen such boats got to Japan and into use a market might open up for more, helping out our small boatbuilders.

Bob Whittier, Duxbury, MA.

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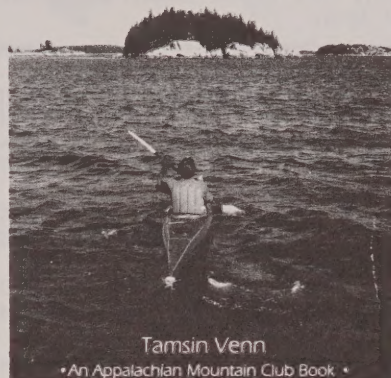
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ANTIQUE & CLASSIC BOATING

June 29-30. Vintage Boat Show, W. Sayville, NY. Suffolk Marine Museum, (516) 567-1733.

July 12-14. 2nd Annual Lawley Yacht Rendezvous, Charlestown, MA. Albert Hickey, (617) 862-3390.

July 13-14. 9th Annual Boston Antique & Classic Festival, Charlestown, MA. Pat Wells, (617) 666-8530.

August 17. 7th Annual Antique & Classic Boat Show, Catskill, NY. Walter Weber, Jr., (201) 327-5000.

BOATBUILDING INSTRUCTION

A number of opportunities to attend boatbuilding courses are offered this season. The following organizations will send you details on request:

Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.

Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.

Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663, (301) 745-2916.

Philadelphia Maritime Museum, 321 Chestnut St., Philadelphia, PA 19106, (215) 925-5439.

Rockport Apprenticeship, P.O. Box 539, Rockport, ME 04856, (207) 236-6071.

Simon Watts, Boatbuilder, National Maritime Museum Association, Bldg. 275, Crissy Field, San Francisco, CA 94129, (415) 929-0202.

Wooden Boat School, P.O. Box 78, Brooklin, ME 04616, (207) 359-4651.

BOAT SHOWS

April 20-21. Marine Expo '91, Seaport Inn, Fairhaven, MA.

May 4-5. North Carolina Traditional Wooden Boat Show, Beaufort, NC. Jane Wolff, (919) 728-7317 weekdays 9-5.

May 11-12. Book Mill Wooden Boat Show, Montague, MA. Montague Book Mill, (413) 367-9206.

May 25-27. New York Wooden Boat Festival, New York, NY. South Street Seaport, (212) 669-9430.

June 15-16. Hudson River Revival Boatbuilder Show, Valhalla, NY. Stan Dickstein, (914) 462-3113.

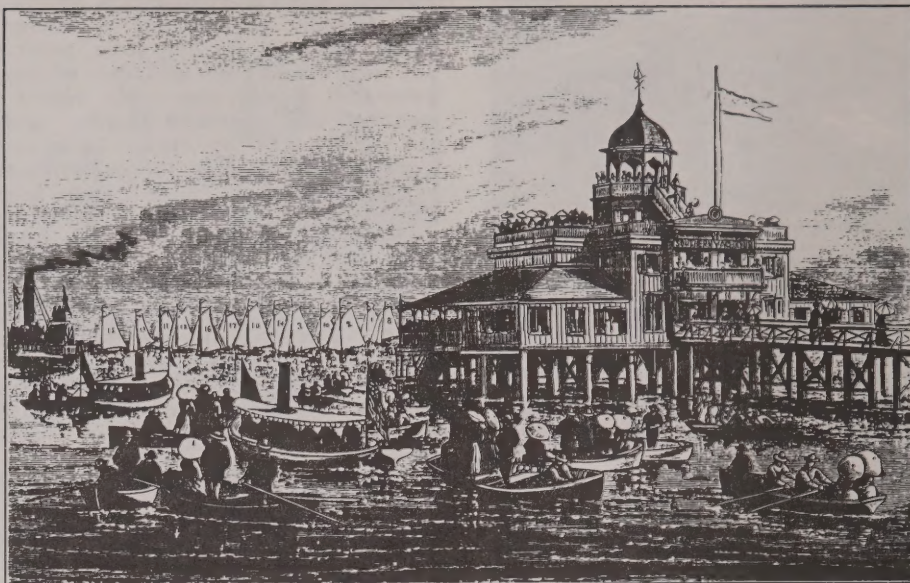
June 22-23. 2nd Annual Albany Wooden Boat Fest, Albany, NY. Ellen Nooney, P.O. Box 30, Valatie, NY 12184.

June 29. No Octane Regatta & Wooden Boat Classic, Blue Mt. Lake, NY. Ann Carroll, (518) 352-7311.

July 6-7. Champlain Valley Small Craft Exhibition, Basin Harbor, VT. Lake Champlain Maritime Museum, (802) 475-2317.

July 21. Strawberry Banke Boat Builders Day, Portsmouth, NH. Kathleen Shea, (603) 433-1100.

July 27-28. Wooden Boats on Exhibit, Portland, OR. Dave Swan,



HAPPENINGS

NEW LOOK FOR "HAPPENINGS"

So much information about small boat activities is now flooding in that I have had to revise the format for providing this information to those interested. I have organized the material into several categories, and reduced comment on each event or program to basics from which you can pursue those of interest to you individually.

I have also included the entire season of events I have received to date, as I have been informed many of you have to plan well ahead to attend an event and the usual month or two is insuffi-

cient lead time. Clubs and other organizations with full calendars of events are listed as sources for details as space does not permit listing hundreds of such events.

"Happenings" will be updated monthly and will appear in every other issue as now. Send listings to "Boats", 29 Burley St., Wenham, MA 01984. Telephoned information cannot be accepted for time and accuracy reasons. Fully detailed explanations of activities offered can be presented in paid advertising form for those so wishing, only bare bones listings can be accommodated free of charge in "Happenings". We're really short of space.

(503) 640-5671.

August 11-12. 1st Annual Keuka Lake Wooden Boat Fest, Keuka Lake, NY. Ellen Nooney, P.O. Box 30, Valatie, NY 12184.

CANOEING & KAYAKING

April 20-21. Kenduskeag Paddlesport Weekend, Bangor, ME. Scott Phillips, (207) 827-5514.

April 28. Run of the Charles, Boston, MA. Charles River Watershed Association, (617) 527-2799.

May 4. Delaware River ACA Cruise, New Jersey. Michael Paul, (604) 466-9695.

May 4. Deerfield River ACA Cruise, Massachusetts. Gary Point, (401) 246-1356.

May 4-5. Chesapeake Bay Paddlers Kayak Retreat, Worton, MD. Cindy Cole, (302) 539-2339.

May 4-5. Sugar Creek ACA Cruise, Indiana. Roger Beach, (317) 866-1973.

May 5. Housatonic River ACA Cruise, Connecticut. Dan Pelletier, (203) 237-2474.

May 18. Connecticut Canoe Day, Mansfield Center, CT. Sue

Audette, (203) 456-4906

May 22. Delaware River ACA Moonlight Cruise, New Jersey. Chris Nielsen, (201) 584-6022 days.

May 25-27. Memorial Day Paddlebration, Wisconsin. Marge Cline, (708) 359-5047.

June 7-8. Coastal Kayaking Fundamentals Course, Rehobeth Bay, DE. Cindy Coles, (302) 539-2339.

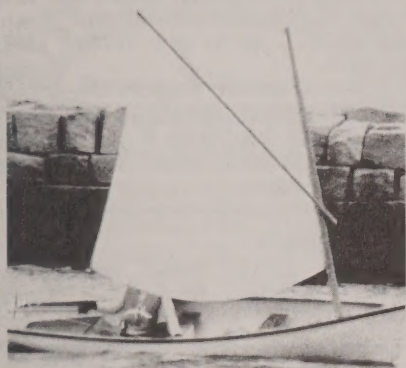
June 7-9. 6th Annual North American Canoe Symposium, Bridgeton, ME. L.L. Bean Public Clinics, (800) 341-4341 ext. 7800.

June 8. North River Canoe Trip, Marshfield, MA. North & South Rivers Watershed Association, (617) 659-8168.

June 22. Clark's Island Canoe Trip, Duxbury, MA. Plymouth County Wildlands Trust, (617) 934-9018.

June 22. New Hampshire ACA Cruise, Peterborough, NH. Gary Point, (401) 246-1356.

July 12-14. Coastal Kayaking Workshop, Biddeford, ME. L.L. Bean Public Clinics, (800) 341-4341 ext. 7800.



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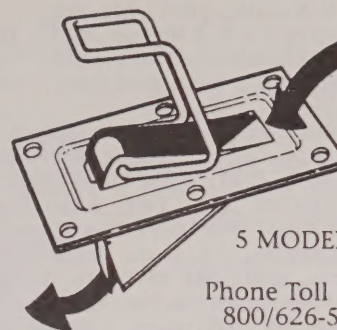
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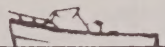


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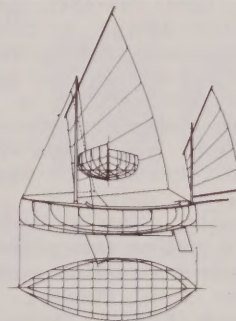


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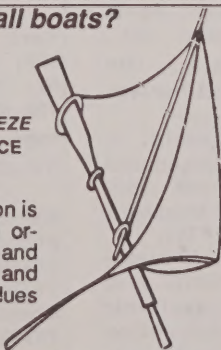
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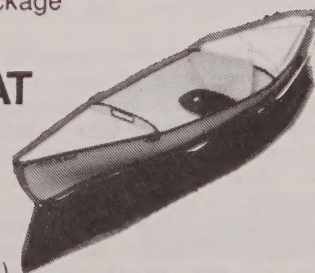
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July 18-22. Wooden Canoe Heritage Association Assembly, Paul Smiths, NY. Tom McKenzie, (608) 231-2192.

July 28 - August 9. Sugar Island ACA Camp, Thousand Islands, NY. ACA, (703) 550-7495.

August 2-4. 10th Annual Atlantic Coast Sea Kayaking Symposium, Castine, ME. L.L. Bean Public Clinics, (800) 341-4341 ext. 7800.

August 10. Maine ACA Cruise, Brownville, ME. Gary Point, (401) 246-1356.

August 31. Vermont ACA Cruise, Jonesville, VT. Gary Point, (401) 246-1356.

October 5. Rhode Island ACA Cruise, Exeter, RI. Frank Money, (401) 397-7987.

ACA National Sanctioned Canoeing Competition. A detailed calendar is available from the American Canoeing Association, (703) 550-7495.

ACA Instructor Certification Workshops. A detailed listing is available from the American Canoeing Association, (703) 550-7495.

Baer Demo Days. Every Friday evening in June, July and August, free tryouts of canoes and kayaks in Rhode Island. Baers River Workshop, Exeter, RI, (401) 295-0855.

L.L. BEAN Paddling School. A detailed brochure of courses in canoe and kayak paddling offered by Bean is available. L.L. Bean Public Clinics, (800) 341-4341, ext. 7800.

CCRA Racing & Cruising. A detailed booklet listing over 50 canoe races, cruises and poling events in Connecticut is available from the Connecticut Canoe Racing Association, c/o Paula Thiel, 53 Ross Rd., Preston, CT 06360, (203) 889-9893.

Country Canoeist Workshops. A brochure listing this season's canoe and kayak instruction workshops is available from Country Canoeist, Stonybrook RFD 2, Dunbarton, NH 03301, (603) 654-9389.

Metropolitan Canoe & Kayak Club. A newsletter listing complete schedule of canoe and kayak outings in the metropolitan New York City area is available from the MCKC, P.O. Box 021868, Brooklyn, NY 11202-0040, (212) 724-5069.

New Jersey Watersports Invitational Series, Belmar, NJ. Details of summer-long series of events available from Water Sports World, 100-R Fourth Ave., Avon-by-the-Sea, NJ 07717, (908) 988-4193.

Northwest Sea Ventures. A detailed brochure of sea kayak outings in the San Juan Islands of the Pacific northwest is available from Northwest Sea Ventures, P.O. Box 522, Anacortes, WA 98221, (206) 293-3692.

Paddle with Confidence Workshops. Information on a Spring series of sea kayaking instruction

workshops is available from Black Friar Inn, 10 Summer St., Bar Harbor, ME 04609, (207) 288-5091.

RICA Canoe Outings. Details on a season-long schedule of canoe and kayak outings in Rhode Island are available from the Rhode Island Canoe Association, c/o Alan August, 70 Scott St., Pawtucket, RI 02860.

Sebago Canoe Club Outings. A detailed list of canoe and kayak outings organized by the Sebago Canoe Club of Brooklyn, NY, is available. Steve Keller, (718) 241-3683.

MARINE OPPORTUNITIES FOR DISABLED PERSONS

August 8-11. Independence Cup 1991, Newport, RI. NOAP, (301) 280-0464.

Sail Connecticut Access Program. Information on opportunities for the disabled to sail from Sail Connecticut, c/o Richard Fucci, 705 Boston Post Rd., Guilford, CT 06437, (203) 453-9332 days, (203) 453-4027 eves.

National Ocean Access Project. Information on opportunities for the disabled to sail from NOAP, 410 Severn Ave., Suite 306, Annapolis, MD 21403, (301) 280-0464.

ACA Disabled Paddlers Committee. Information on opportunities for the disabled to kayak and canoe from the American Canoe Association, Disabled Paddlers Committee, P.O. Box 1190, Newington, VA 22122.

MARITIME HISTORY

April 26. Evening Aboard "Mayflower II", Plymouth, MA. Plimoth Plantation, (508) 746-1622, ext. 377.

April 27. Shallop Sails, Plymouth, MA. Plimoth Plantation, (508) 746-1622, ext. 377.

May 3-4. 19th Annual Maritime History Symposium, Bath, ME. Maine Maritime Museum, Kathy Cheska, (207) 443-1316.

May 31-June 1. Massachusetts Maritime Festival, Salem, MA. Steve Matchak, (508) 741-6278.

June 13-15. Maritime Heritage Conference, Baltimore, MD. National Trust for Historic Preservation, 1785 Massachusetts Ave. N.W., Washington, DC.

Samuel Eliot Morison April Lecture Series, Charlestown, MA. U.S.S. Constitution Museum, Old Charlestown Navy Yard, Charlestown, MA 02129.

Adirondack Museum Events. A calendar of this season's scheduled events is available from the Adirondack Museum, Blue Mountain Lake, NY 12812, (518) 352-7311.

Lighthouse Preservation Society. Information on efforts to save historic lighthouses is available from the Lighthouse Preservation Society, P.O. Box 736, Rockport, MA, (508) 281-6336.

Maine Maritime Museum Events. A calendar of this season's scheduled events is available from Maine Maritime Museum, 243 Washington St., Bath, ME 04530, (207) 443-1316.

South Street Seaport Events. A calendar of this season's scheduled events is available from South Street Seaport, New York, NY, (212) 669-9430.

PEDAL POWER

May 11-12. Pedal Power Potlatch, Seattle, WA. Phil Thiel, (206) 633-2017 eves.

ROWING

June 15. 3rd Annual Moosehead Rowing Regatta, Greenville Jct., ME. Betsy Rockwell, (207) 695-2680.

Piscataqua Gundalow Project Youth Rowing Project. Details from the Piscataqua Gundalow Project, P.O. Box 1522, Portsmouth, NH 03801, (207) 363-4974.

SHIP MODELS

August 17-18. 15th Annual Model Ships & Boats Contest & Model Ship Builder Symposium, Maniowoc, WI. Manitowoc Maritime Museum, Jeff Phillips, (414) 377-7888.

Operating Scale Models. A calendar of events for operating scale models is available from the Marine Modelers Club of N.E., c/o Ridge White, 11 Pound St., Medfield, MA 02052, (508) 359-7467.

SMALL BOAT MESSABOUTS

April 28. 2nd Annual Small Boat Messabout, Marina Del Rey, CA. Tony Groves, (714) 242-0131.

May 4-5. 7th Annual Cedar Key Small Boat & Beachcruising Meet, Cedar Key, FL. Chris Harkness, (904) 543-5674.

May 18. Massachusetts Messabout, Webster, MA. Bob Hicks, (508) 774-0906.

May 25-27. Mission Bay Messabout, Mission Bay, CA. Tony Groves, (714) 242-0131.

June 14-16. Upper Mississippi Messabout, Lake City, MN. Bob Brown, (612) 432-7557.

June 15 or 29. 1991 Luavek Challenge Cup, Marblehead, MA. Andy Klickstein, 64 Clinton Rd., Ipswich, MA 01938.

June 21-22. Northern New York Messabout, St. Regis Falls, NY. Jeff Brown, Rt. 1 Box 169A, St. Regis Falls, NY 12980, (315) 328-4778

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TSCA of the Philadelphia Maritime Museum. A calendar of proposed outdoor events for 1991 is available from the TSCA of the Philadelphia Maritime Museum, 321 Chestnut St., Philadelphia, PA 19106, (215) 925-5439.

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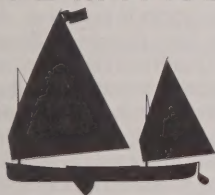
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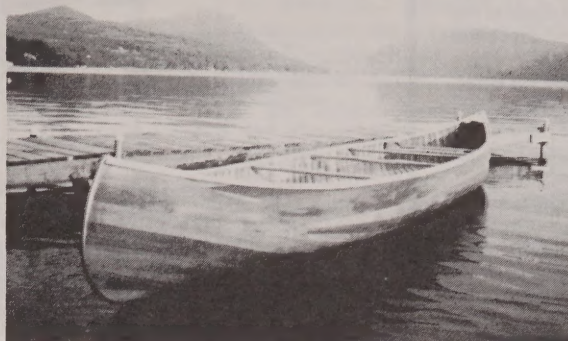
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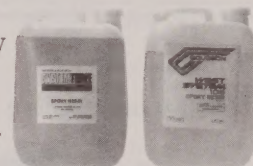
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SYSTEMTHREE

The rare occurrence of fog in my area so dense that I could not see farther than 100 feet was an interesting challenge to my awareness of my environment around me, which I thought I knew so well. Staring from my island shore into the grey nothingness with my dogs at my side, I knew that they would be pleased if I were to spend the day with them.

The absence of wind made the fog seem all the more void. This morning's tide was unusually low which suggested that not only was I visually deprived, but also the water had decided to absent itself as well.

However, I could see that this low tide was the ideal condition to go quahogging. Quite by accident I had discovered that quahogging with a rake was not only tiresome but not as productive as by treading for them. I noticed that the rake all too frequently missed and pushed the quahogs down deeper into the soft mud where they grew plentifully.

Wearing my kayaking dry suit and booties was much safer and drier than wearing regular clothes and hip boots when gathering quahogs from a very soft bottom. I was always getting to an area where there were numbers of those delicious clams residing, only to notice that I had precariously little freeboard and with the next motion probably none. With the dry suit, who cares about freeboard and if the seals leak, that is nice to know when close to shore. The added buoyancy of the air trapped in the dry suit assisted me as I groped about the soupy anoxic



by Gail E. Ferris

A Foggy Winter's Day on the Water

black muddy bottom and helped me extract my feet from the goo. I had thought while fighting with the clam rake that it seemed odd that there were so many round stones which felt like they were the size and shape of quahogs, until curiosity got the best of me and I finally reached down and fished up not a stone but a nice tasty quahog. The December water was not so cold that I was uncomfortable with all my layers on beneath my dry suit, but I think the thought of gathering some of those quahogs helped me feel warmer, too. It's the same as catching fish, when the fish are biting one never feels cold.

I am excited to now be able to go quahogging in my dry suit with just a bag to hold the clams from my kayak without having to bother

with hauling the awkward clam rake and I can now more easily find by treading those elusive quahogs. There are areas where the bottom is dangerously soft, being like quicksand or, I guess, "fast mud." But these areas are less difficult to deal with when covered with three feet of water. These areas, when exposed, are dangerous to attempt walking upon as they can inhale your boots and more! Beware of "fast mud."

As I was bobbing for quahogs in the fog I heard the all too welcome calls of the Oldsquaw ducks. This was my first time this season to hear their musical calls of *ow-owdle-ow* back and forth across the harbor. They were out there somewhere in the grey brume in their usual little flocks it sounded like. I was sorry that I could not see them because they are especially beautiful to see as well as to hear this time of year.

I listened keenly for other bird calls and I heard another new call. It was a high delicately pitched *cheer-cheer*. Peering into the mist hoping to spot the Oldsquaw I saw skimming for a long way just over the surface of the water, another visitor from the far north, a Bonaparte's Gull. Then when I got on the water in my kayak I saw five of them skimming just over the water in a group. They are smaller and more sociable than the Herring Gulls. They have white bodies, grey wings with black edges and in the winter white heads. I enjoyed watching their skilled gliding flight as they dipped for shiners on the surface.

The shiners were up to their usual jumping over floating sticks in the coves. Also in deeper water I saw them jumping. Show me a shiner that doesn't jump and I bet it ain't a shiner. This is an unusually warm year, the water is 8 degrees rather than the more typical 4 degrees centigrade, which I suspect is why the shiners are especially numerous at this time.

The fog persisted all day and increased in density at nightfall. The atmosphere in darkness on the island had the strangest vacuous feeling as all lights and sounds from land were obliterated, just the occasional soft lapping of wavelets on the rocks gave reality to the sensation of suspension in nothingness. But then I heard the owl who lives in the Black Pine and I wondered what he thought about his hunting that night.

Fog on the water can be a fascinating experience.

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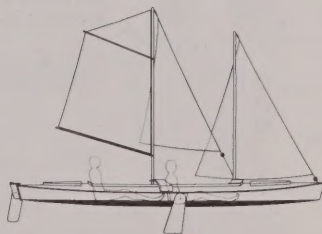
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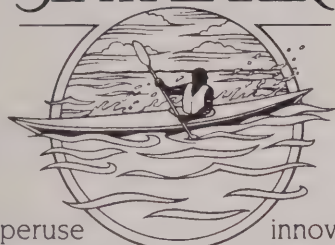
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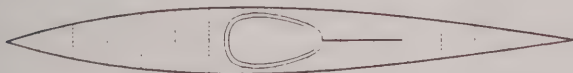
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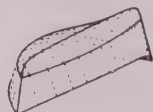
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Saving the Evelina M. Goulart

"Evelina M. Goulart" was almost home on November 3rd last fall and there was quite a crowd on hand to welcome her back to the site of the former Story Shipyard on the Essex River in Essex, Massachusetts, where she had been launched 63 years ago. The 83' fishing schooner was somewhat the worse for wear after 63 years, in fact she was now just a hull, patched with plywood and plastic for her trip home to Essex from Fairhaven, Massachusetts under tow by the tug "Thuban".

As the assembled multitude awaited the final move up the temporary marine railway constructed beside the town boat ramp, divers checked the cradle and railcars beneath her 160 tons and the rigging crew from Metropolitan Building Movers checked the cables and blocks hooked up to their massive winch truck. All appeared set, but then, suddenly, anyone watching the hull saw a slight shift of some 6 inches sideways. Then stillness. Something had gone awry under the ship. We didn't know what it was in the crowd, but after consultations, the Metropolitan crew revved up the huge winch mounted on a massive ten wheeler truck, which

was in turn cabled to three other huge Metropolitan trucks and then to buried deadmen. The engine roared, smoke arose, cables strained and then "CRACK", a lurch of the ensemble of trucks, and then silence. "Evelina" had not budged.

"Well, that's all we've got," announced the Metropolitan crew boss. It was over for the day, and "Evelina" would have to sit on her cradle as the tides came and went while repairs to the marine railway were made. It would be a month before she'd finally rest onshore.

What was this all about, you might ask? Well it was another act in the ongoing saga of marine preservation, this one being played by a host of volunteer people and firms from the tiny historic community of Essex, from where over 4,000 fishing vessels had been launched since the 1600's. The "Evelina M. Goulart" is one of but a half-dozen of the final permutations of the famed "Gloucestermen" fishing schooners still in existence. And she is the only one left virtually unchanged in construction, having always fished and never been converted into a "dude schooner". But she was close to

derelict. Despite this, here she now was back home where she came from, and now creating a whole new set of challenges for those who believe in the rightness of trying to save this relic.

"Evelina" is the property of the Essex Shipbuilding Museum, and is by far its largest artifact. In fact she is far larger than the tiny Museum itself, fitted into an old schoolhouse in the village of Essex. Small though it is, this is one really fascinating collection of history, with the artifacts that went into the shipbuilding industry that made the town famous assembled in an amazingly effective arrangement by Curator Jim Witham, and presided over now by its first "professional" director, Diana Stockton. With still pressing decisions to be made as to where "Evelina" will ultimately settle down, and how she will be preserved and presented for public viewing, this effort at maritime preservation is a long, long way from success. But she has come so far, so far, on mostly hope and a whole lot of help from her friends.

None of this was the Museum's idea, originally. They wanted to display a section of schooner fram-

ing in one corner. In 1989, Captain Bob Douglas, owner and skipper of the schooner "Shenandoah" was at the Essex Museum on a visit to that town when this subject came up as he viewed the exhibits. Well, he happened to know of a derelict schooner sunk at a wharf in Fairhaven that would soon be hauled away in a harbor cleanup. Perhaps some frames from that could be salvaged.

Soon his inspection revealed to him that the derelict was in far too good shape to be cut up for pieces, and he undertook at his own expense to have her raised, brought ashore and patched up to make her float again. It was "Evelina", and her final working format was as a motor dragger. She'd still been fishing when a 1985 hurricane damaged her stern, and she was tied up to the wharf in retirement. Her engine was removed, and later electric bilge pumps somehow failed and she sank. It was the end of 55 years of active fishing under just three skippers. Now Captain Douglas had her fate in his hands. He had offered her to the Essex Museum and they had readily accepted, but practical obstacles to getting her back to Essex held things up for a year, during which Douglas paid all the bills for repairs, storage and dockage.

You must realize that this is a tiny museum without "endowments" and with little cash. As one townie put it, "It'll take a whole lot of bake sales to raise the kind of money this will end up costing." The town was hardly 100% behind the idea, the dominant objections coming back to the money, and the town's position in it all if they leased the land at the town ramp to the Museum for "Evelina" to occupy. An outspoken opponent was the son of the builder. Dana Story, son of the prolific builder, Arthur D. Story, who had built "Evelina" amongst some 400 or so other ships during his tenure at running the Story Shipyard, was torn between the significance of this ship and the potential for financial disaster to the tiny Museum. So he opposed the idea as being unaffordable, trying to rein in the romanticists he saw amongst the Museum supporters. Dana is the leading histo-



Opposite page: The tug "Thuban" brings the "Goulart" up the Essex River. Right from the top: Getting aligned with the railway while still afloat. Hooking up Metropolitan's huge winch truck. Brad Story, grandson of Arthur D. Story, builder of the "Goulart", contemplates his grandfather's work. Brian Duffy set up the whole railway, not an easy job working with inexperienced volunteers. "That's all we got!", conference after the "Goulart" slipped off the railway.



rian of the schooner building era, with thousands of old photos and several books on the subject to his credit. But he's a classic Yankee too, careful about the money.

But the decision was taken to bring "Evelina" home, and get Captain Douglas off the hook. People who could help began turning up. Brian Duffy, a marine railway specialist from New Bedford who knew Douglas, came up to look over what would be required to build a temporary railway alongside the town ramp that would hold the 160 ton vessel. Duffy tackled it with mostly local volunteer help, people he could not "order" around, complicating his work. But he was in for the duration. John Coughlin, owner of the local Metropolitan Building Movers, a major firm in that field, volunteered his firm's services to do the actual hauling. Don Frykland, a construction man from Gloucester, brought over his huge Japanese built backhoe for digging and prodding, and set up a shed for the work crew on site. Steel I beams for rails, huge roller sets for the cradle to ride on, all the stone needed to fill in for the railway bed, this stuff began to arrive. All free. Despite some local concerns over the environmental impact of this waterfront "construction", the state did not interfere, as it was to be only "temporary".

The spring trip planned was then scrubbed as boating season loomed near and town officials feared that the huge hull might run aground in the narrow, tortuous Essex River, blocking it off for hundreds of power boats kept at the marinas lining the waterfront. So Douglas had to hang on until fall. At last the time arrived, and on November 1st the "Evelina" left Fairhaven under tow by the tug "Thuban", owned by another Douglas friend, R.W. Packer, and skippered by Capt. Jeff Kauffmann, in another generous contribution to the cause. "Thuban" was chosen especially to navigate the shoal and sandbarred Essex River, having twin screws and only a 7' draft. "Thuban" had originally been built for Mississippi River work.

It was a golden day, a flat calm across Massachusetts Bay, and Captain Kauffmann reported that

Left from the top: The "Goulart" as Capt. Bob Douglas found her at a pier in Fairhaven, Massachusetts. Evelina M. Goulart stands between her parents in this formal photo from the '20's. Dana Story, son of Arthur D. Story, is the leading historian of Essex shipbuilding, but was concerned at the financial impact the "Goulart" might have on the tiny museum. Don Frykland at work with his giant backhoe, "he can tie his shoelaces with that thing," one volunteer who worked with him commented.

"Evelina" "came like a leaf". On the 3rd she came upriver on the top of the tide, led by a "pilot" boat, Billy Lee's "Ocean Reporter" out of Gloucester, with William and Betty Ann Crossen aboard as local knowledge "pilots" on the river. And so "Evelina" arrived, and by the time the crowd did, was set for that final lift ashore. She had been floated onto cradles that would carry her up the railway.

After the dust settled following that "CRACK", and the gathered onlookers had drifted away, the Museum folks now faced a daunting task. "Evelina" would have to be jacked up and the rail-bed rebuilt beneath her, with winter looming up. The ballast stone had been skimpy under one end of the railway bed in deference to environmental concerns about changing the nature of the river bottom and it had shifted, dropping one set of rollers off the track. Now as days shortened, volunteers labored on between tides, often under lights, following Duffy's instructions. Finally on December 7th before a smallish crowd who had had advanced notice, "Evelina" came up almost all the way, the Metropolitan winch truck barely idling as the cables pulled the huge hull ashore. The last 15 feet of the haul belonged to Don Fryklund and his backhoe. One local who knew the ship remarked, "she only comes for those who love her".

There had been others who loved her at the November 3rd arrival. Evelyn Roderick of Gloucester, daughter of one of "Evelina's" co-owners, had christened her back in 1927, and was present at her return. Her original major owner, Manuel Goulart, had named her after his only daughter. But, Evelina had died in 1929 in her teens, sadly. A granddaughter of Manuel's was present on the 3rd, however. And Leo Riberio of Gloucester was there and pronounced that "she is beautiful." Looking at the scarred hull, Diana Stockton, who had been at the focal point of all the issues that "Evelina's" return had aroused, acknowledged that she was glad to have her back, but "beautiful"? "She's beautiful," Leo replied, "on her I felt safe." Leo had ridden out the hurricane of 1938 aboard "Evelina" at sea.

So, now what? The rush of nostalgia surrounding her return is over and "Evelina" sits on the side of the ramp with a one year lease from the town. She's got to be stabilized, protected from the ravages of the weather, and eventually tidied up and outfitted for her new role. "Evelina" will not be restored. Her port side, which is in very good shape, will be painted up, and her deckhouses rebuilt. The starboard side will be stripped of its planking so the structural



Above from the top: Final lineup for the successful haulout in December, Don Fryklund's backhoe backing up John Coughlin's winch truck. Museum Director Diana Stockton talks with Curator Jim Witham about what Jim will have to do with this huge artifact. Final hookup for the haulout, at left Bob Reed of Marblehead Marine, who acted as clerk of the works, at right John Coughlin of Metropolitan Building Movers, and back to camera, Brian Duffy, who engineered the railway construction. Coming ashore at last, "Evelina M. Goulart" is home.

details of how the famous Gloucester fishing schooners were built will be revealed for all interested to see. An appropriate setting must yet be finalized, along with necessary public access construction. A daunting task for this tiny community museum.

"Evelina" now sits on land that had been leased from Essex in 1927 by the Story Shipyard when she was launched. She is truly back home, and what more appropriate place could there be for her to stay? And right beside her is the former Story Shipyard, no longer in the family, but still de-

voted to boatyard activities. If somehow, sometime, it were to become not only the home for "Evelina M. Goulart", but also for the Essex Shipbuilding Museum, a historic circle will have been closed.

Want to know more? Inquire of the Essex Shipbuilding Museum, Main St., Essex, MA 01929. The Museum is open to the public May through October, 11 to 4, Thursday through Sunday, but "Evelina" will be there to be viewed nearby at any time this summer.

Report & Photos by Bob Hicks

EVELINA M. GOULART.

Saving A Piece of History

The Essex Shipbuilding Museum wishes to express its appreciation to the following persons and firms that assisted in bringing the "Evelina M. Goulart" home to Essex.

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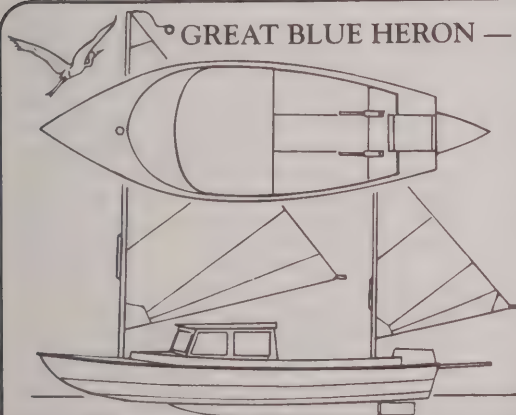
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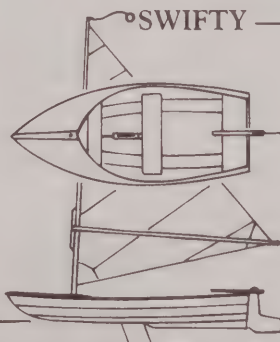
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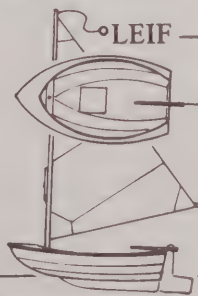
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Double planked mahogany, teak decks and some handsome interior joinery, even in the damp and dark storage shed she looked good. It was easy to visualize her outside on the sunrippled August waters of Casco Bay. We were hooked, Jean and I completed the purchase in September. The FAIRWIND, a 30' ketch, was ours. She was in excellent condition, however, she had also been high and dry for two seasons, a long time out of the water for wood, lots of wood. So considering time, weather and our own fall schedule, we decided to winter her in Maine while we wintered in Boston.

So began our long distance relationship with a wooden boat, and a series of overly optimistic estimates, such as thinking that two weekends of concentrated work would see us afloat in the spring. (This is otherwise known as the slap on some paint and she'll be ready syndrome.) In hindsight, I guess that even those of us who have been tempered and seasoned with age and experience are allowed to fall in love. Jean had a better excuse than me; except for a brief fling with a Folkboat, this would be her first serious affair. At any rate, it was soon obvious that even a well-kept vessel would require more than four days of painting and caulking between September and April. We also learned that, like half sunk pilings, the unexpected was always lurking just ahead.

The first lesson in planning came with the winter cover, the pencil fell behind the brain. The right tools, staple gun, saw, extension cord, hammer, enough strapping and 2x4's, and carpeting for the sharp corners. We forgot the ladder and were short on nails. We bought more of one and used the truck roof for the other. Nails weren't all that was short, so was the cover, about two feet at each end, too late on a Sunday to do much about it.

So there was more driving to Maine to finish up the ends and add a few nails to the frame. As it turned out, there would be lots more driving to Maine. When your boat is stored in the backyard you can look out, something hot in hand and fireplace warmed, to be sure she is snugly fired in. When she is in Maine and you are not, then you drive three hours each way. To be sure, we tried to think other thoughts, but the persistent vision of snowmelt, through a small hole in the cover, leaking into the cockpit, to then drip down into the bilge and finally freeze, won out. We drove to Maine a lot. We also learned a lot about tolls, the price of gas and the price and value of a hot lunch on a cold day.

Yarmouth, Maine. The late May morning drips, fog shears the sprucetops. Thinking I have the 6AM gloom to myself, I back the wood ketch from the dock, one foot leisurely fending off the boat behind us. Inwardly I jump as a voice from the dock asks where we are bound. "Boston," I answer, optimistically wishing my ungraceful moves were unwatched. We turn to starboard with the unseen sun for good luck and slip downstream with the tide. Away from the dock I try to insure our good luck by pouring a generous shot of scotch into the sea.

Clearing Jewel Island, the day continues gray. A quarter mile off the island disappears into the fog, or perhaps we do, it is irrelevant, everything is gone. I assure a



Driving to Maine...Sailing Home

very skeptical but still trusting Jean that everyone sails to Boston in dense fog.

As spring grew closer the planning grew more serious. The mooring that was "no problem" in the fall was "too small" by late January. We would need expensive dock space for a few weeks, and since weekly dock space and our bankroll would both disappear around Memorial Day, an early launch would be necessary, time to swell, a couple of shakedown sails then the trip to Boston. After looking at the growing list of projects and the shrinking scope of time, a painful February phone call was placed. The yard would varnish the masts, a job they could do indoors, they would also caulk the two-year dried seams on the first warm day. More timbers lurking in the harbor.

March can be halfway nice in Beantown, but even halfway is a long shot in Maine. So a mid-March Saturday found us racing rain and sleet to paint the bottom. We lost, we painted on, we had water dripping down our necks, our frozen feet were planted in a snowbank that was determined to finish winter as meltwater in our boots. Jean was learning quickly just how much fun a wooden boat could be.

Two hours later we run down (find) our buoy off Cape Elizabeth. Secretly elated, I pretend that such navigational accuracy is routine. Trust the compass, trust the knotmeter, trust the depth sounder and thank something greater than me or thee for foghorns. FAIRWIND sails closehaunched for Boston, home of the baked bean, the cod and hopefully us. We accept assistance from the ironwind which immediately starts spewing diesel fuel from the return fuel line, which is less quickly fixed with pieces of plastic bag and bread wrapper ties. We are getting to know our boat.

Late in the day Boon Island appears, the result of attention to knotmeter and compass, diligence, or perhaps the payoff from the early morning offerings. A lucky break as the fog lifts and we pick up an empty mooring (in fact, sensibly, they are all empty on this raw and foggy night) in Gosport Harbor, Isles of Shoals. The coal stove feels good, the hot beef stew feels good, the cold beer feels good. Another shot of scotch gets tossed into the sea, a bit of insurance, a measure of thanks.

April found us in full gear. The local motel owners were kept apprised of progress and lack of it. We grew fond of the specials in the local restaurant, more expenses not thought of. We exchanged pleasantries with the now familiar turnpike toll collectors. We drove to Maine a lot more. Maine's economy grew, our savings shrunk. A native of the Pine Tree State, I was glad to help the fatherland.

Full gear turned out to be less than perfectly executed. I remembered the electric drill and left the extension cord at home. I brought the hose but the outside water was shut off. I kept forgetting the ladder. Trying to schedule the reasonable needs of family and boat was like driving in Boston, nothing worked.

In late April, the boatyard grew anxious, somehow we had ended up first in line to be launched. The scheduled May 1 launch date was closing in fast. I guessed that we would be ready, while pleading for more time and praying to the sungod. Spring prep was a bare bones affair, with a lot left to luck.

5AM. Pea soup. FAIRWIND feels her way along the rocky shore of Star Island. Slick sea blends into morning murk just a few feet from the boat. Hot coffee and day old doughnuts in the cockpit. An ancient and honorable dragger slips past to starboard, memorable for a total lack of paint and a For Sale sign tacked to the wheelhouse. Her radar spins, apparently unseen. The possibilities of a momentary lack of attention are considered, we sharpen our lookout.

The sounds of Cape Ann are heard, the right place (to starboard) at the right time. We edge along carefully, hearing boats, buoys and the horns. We see nothing, absolutely nothing, visibility is zero. Sounds fading astern, we change course for the "monster buoy" off Boston.

She went in on April 26. On April 27 we learned, or it finally sunk in (poor choice of words), that stepping the masts would cost extra. I couldn't be there to help and cut costs. During the launch the packing nut (a simple affair, notable only for its remote, usually inaccessible location) needed attention. I could have done it and avoided the cost, but I wasn't there, like money, vacation time was becoming scarce.



FAIRWIND floated beautifully, a quality directly related to the number and volume of leaks in a wooden boat, she was tight. We let her swell and find her shape while we bent on sails and made her ship-shape. We celebrated with a beer and cursed the dock, a floating sandtrap that exchanged dirt onto the decks for paint off the topsides. At least we no longer needed the ladder.

In the cabin with the coalstocked Shipmate warding off the chill and damp, we reminisced on the pitfalls of long distance wooden boat buying and the fun we'd had driving to Maine. The number of trips to the boat could be accurately calculated by making a careful estimate, then multiplying by ten. The same formula was useful for estimating work days. The boatyard was certainly going to be involved in storage, launching and mast stepping, and probably some preparation or unexpected repairs. And although good planning would identify some of this financial jetsam, the long distance and one-time nature of the relationship seemed to eliminate any price breaks or compromises that might be achieved on home turf. Then finally the details, a loose wire twenty feet up the mast, a forgotten part still at the bottom of the tool box.

"Next time" is a long way off for us, but when it comes we will make a careful list of the entire process from purchase to the sail home. Then hope for the best and plunge blindly ahead. It is useless to consult friends, they are incapable of impartial opinions and will only encourage already impetuous, and probably irreversible, inclinations.

Another four-hour run without marks, a strong inbound current swirls past the fishing buoys and tugs at our full keel. Steer to the east of the course, more guess and feel than science. On time and in place we hear the monster buoy, in fact we see it in the brightening afternoon.

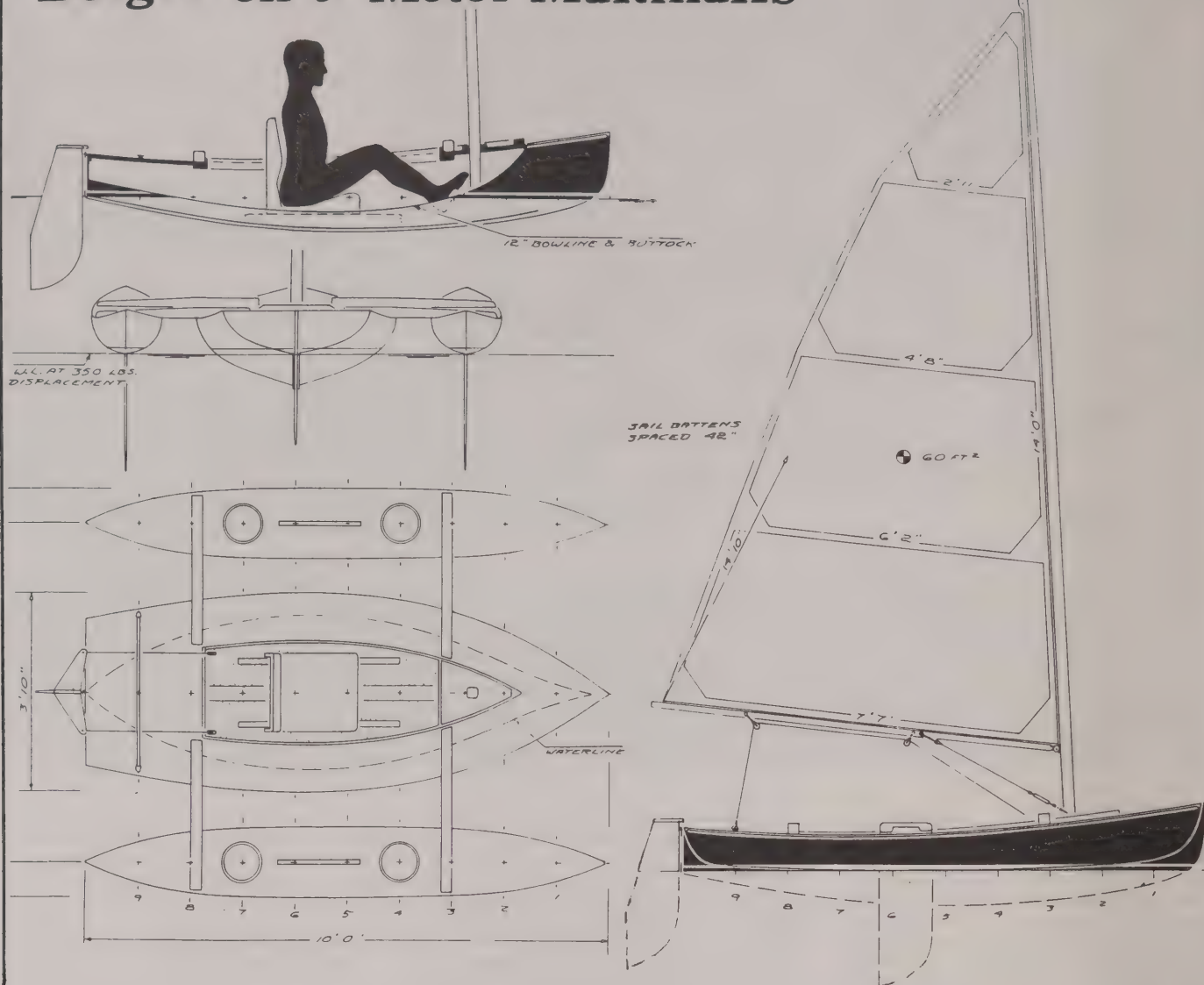
Visibility improves, we follow the markers in toward our home port of Hull.

One by one the familiar landmarks appear. The growing things land smell celebrates our arrival. Two days of fogbound tension begin to ease. Her bow into the breeze, mooring lines secured, FAIRWIND is home. A drink for us, another over the side. You can't have too much good luck.

T. Fisher, Hull, MA



Bolger on 3-Meter Multihulls



The fad for toy 12 meters came and went, killed by cost, weight, slow sailing, and because the decadent America's Cup class itself finally died. The International 3-Meter Multihull Class is an attempt to keep the features that made the miniature 12-Meters intriguing, while eliminating some of their impracticality. John Marples got up the rule and built an attractive demonstrator which I hope and hear is multiplying (see "Boats", April 15, 1990). Plans can be purchased from him at 4530 Fremont Dr. S.E., Port Orchard, WA 98366; Phone (206) 871-5634. The plans are laid out with amateur builders in mind and I understand that kits are available.

The class is not supposed to be one-design. The rules call for overall lengths of 3 meters (10 feet), maximum breadth of 2.44 meters (8 feet), and 5.7 square meters (60 square feet) of sail. I understand that there's a one-design official rig that all boats can be

required to use; I don't have accurate dimensions of it but the rig shown is close enough to it to substitute one for the other.

Any number of hulls can be used, but the nature of the rule practically assures that trimarans will be predominant. It's possible that a monohull could be designed that would be competitive; in the heyday of "the bluewater bushmen" some Australian racing dinghies were as wide as they were long. If so it would be an ugly little brute and not really in keeping with the spirit of the rule.

The shrewdness of the rule is in the requirement that the sailor stay in a fixed seat, and another that requires a weight, including crew, of at least 350 pounds. The strength, endurance and agility needed for hiking are factored out, and crew weights are equalized. Among other advantages, an afternoon of racing ought not to wear anybody out. The best sport would be produced by racing over very

short courses with half a dozen races, one after another; one bad mistake wouldn't ruin a whole day.

In these light boats I'd also revert to the old rule that there has to be contact before a foul can be called. This was changed to "risk of collision" because the likes of Captain Charles Barr and Charles Francis Adams were playing chicken with ninety footers, but "risk of collision" was abused when I was racing intercollegiate dinghies. The trick was to tack before a port tack boat had a chance to give way, then protest him for not giving way.

If the class grows to be hotly raced, it's a certainty that any sheet plywood shape will be out-classed. A boat this short for her weight will be a better sailer if she's a complex shape. The form shown would be most readily built with edge nailed strips of soft wood sealed with epoxy (with the builder wearing a space suit if she expects to go on working with epoxy; be-

coming sensitized apparently doesn't harm the health noticeably, but it does seem that the sufferer can't ever come near the stuff again). In fact, I've put something like 5,000 miles on a strip-built cedar canoe that Dynamite Payson built for me 25 years ago, with resorcinol glue and no surface protection but paint, so the epoxy encapsulation is not absolutely necessary.

Since all the boat's power to carry sail comes from the buoyancy of the leeside float, the floats are designed to bury to the deck without prohibitive drag; slim-lined, round bilge, with sharp canoe sterns. A bow is due to the memory of Arthur Piver, who first perceived that a trimaran's floats should be as long as the main hull. For an amazingly long time people who should have known better had kept imitating flying boat wingtip floats. The floats here will support 270 pounds to the deck amidships, with a lot of sheer above that for reserve. Apart from driving through squalls, it's handy to be able to step on a float to get into or out of the boat.

Daggerboards in the floats as shown have not had the best results in trimarans. I don't understand what's wrong with them, but suspect that they've been too small or poorly shaped, and in any case I don't see an alternative. Boards between the hulls have a still worse record and human anatomy precludes a centerboard in the main hull.

An overall length limit naturally suggests upright ends, to get as long a waterline as possible, but I've come to doubt that a sharp angled forefoot pays. It has to be either bulbous, which is likely to start eddies, or else so thin that it's all surface and no useful displacement. Also, all multihulls need to be quick turning because they lack momentum to carry through a slow turn, and rounding back the forefoot shortens the turning circle.

The main hull looks very wide by usual trimaran standards. 350 pounds is a lot of weight for a ten-footer to carry. If she is not built wide she will float deep, and if she floats deep she cannot go fast. I think the proportions shown are conservative; if the class goes on evolving, later boats may be wider still. The speed of a wave ten feet long is 4-1/4 knots. That would be the top speed of a deep hull that long; at that speed her ends would bog down in the crests of the deep wave she would generate. A wider, shallower hull will generate a shallower wave, and have a better chance of getting ahead of some of the length of a longer, faster wave (one definition of "planing"). The reason I think an eight foot wide monohull might work is that it could carry the

specified weight on an almost negligible draft, to sail with very little wave drag. But unless it was very craftily shaped it would have a large wetted surface and lose out in drifting weather.

There's a common tendency to assume that a multihull will be light, whereas except for the lack of ballast they're inherently heavier than monohulls for any given volume, on account of the large surface area and high structural stresses. The result is that it's rare to see a cruising multihull that isn't floating deeper than her designer intended. I'm still not convinced that wider, shallower hulls wouldn't pay, even in the racing catamarans which do float where they were meant to float. I have not designed many multihulls because the economy of a monohull's compact shape has usually had a higher priority than the multihull's ability to carry a bigger, higher sail plan.

The wide hull is also more adaptable. I guess one reason for the demise of the toy 12-meters was that they were limited to solo sailing. This design, with the seat removed and a tiller shipped, would be a respectable daysailer for two, or even three, sitting on deck with feet in the well. Another 350 pounds, doubling the displacement, will put her down in the water less than three inches.

The fixed seat stipulation is well thought of, but for daysailing, even solo, I'd often prefer to sit on the deck myself, as it's so much more convenient to look around. I once had a sailing canoe of the ancient fashion, to be sailed from a reclining position. It was practically impossible to see aft from this position; irritating and unseamanlike. The bolt upright position of the figure in the drawing is due to that experience; sitting up straight it's possible to twist around above the waist to look through a large arc without resorting to mirrors. It's also possible to get your feet under you quickly if it should suddenly be desirable to get up or out.

Steering from the seat is with a foot bar, to leave hands free for the sheet, and for the spinnaker which is allowed by the rule. I haven't attempted to detail this and I'm of two minds whether the bar should be the type which is worked with the toes and balls of the feet, with heels in fixed rests; or the type which has stirrups, to be worked by knee action. The latter would be apt to lead to oversteering, with small leg movements producing large rudder angles; not a good way to sail fast. The former we all learn to do delicately on the foot throttles of our automobiles, but the force available might be marginal for a rudder this size. The travel available to a foot fixed

at the heel doesn't allow much mechanical advantage. However, I think I'd probably go that way, with some balance area on the rudder if necessary.

The high and buoyant bow is an antidote for the pitchpoling propensities of short heavy boats with tall rigs. Bows like this are tricky to fair, but good looking if well done. This design has a more boat-like shape than most multihulls and I think she would be quite attractive from most angles. I have drawn up loft lines and offsets for this hull and floats, from which I will supply contact prints for \$25 if they're wanted. So far I have not made any construction plans or detailing of any kind beyond what is shown here. I'd think that it would be in keeping with the general idea of the class if many contestants designed their own boats. Aside from the satisfaction of doing it, it's much harder to make a name as a boat designer now than it was when I was breaking in, and something like this gives an opening to ambition with minimal disaster potential.

Phil Bolger, 29 Ferry St.
Gloucester, MA 01930.

ED. NOTE: Phil Bolger's Design #55 was returned to him by "Boat Journal", unpublished. The changeover to outboard power boat coverage leaves no place for sailing designs on their pages. We still have a place for Phil's ideas and are happy to bring it to you here.

Row Sail & Power

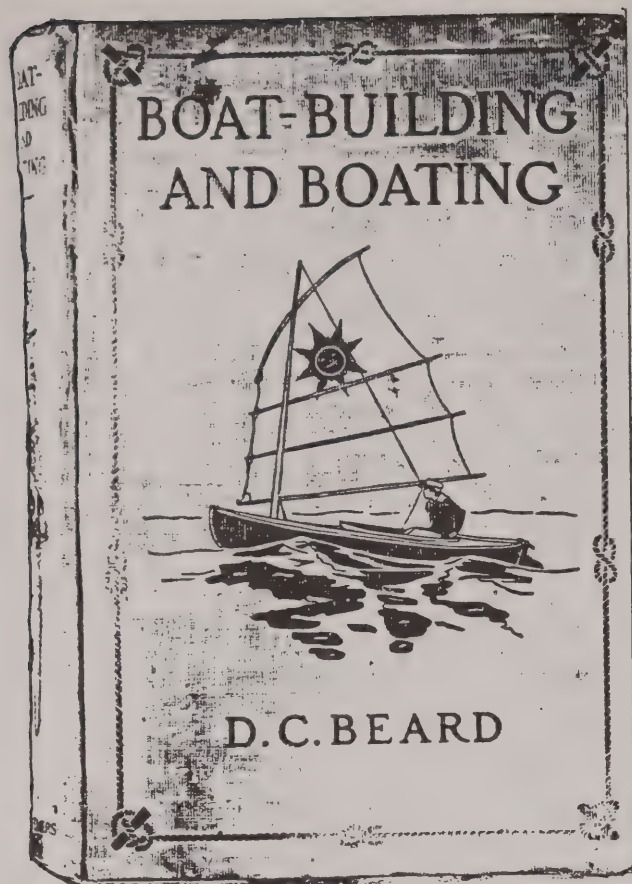
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CHAPTER XI

KNOTS, BENDS, AND HITCHES

How to Tie Knots Useful on Both Land and Water

THE art of tying knots is an almost necessary adjunct to not a few recreations. Especially is this true of summer sports, many of which are nautical or in some manner connected with the water.

Any boy who has been aboard a yacht or a sail-boat must have realized that the safety of the vessel and all aboard may be imperilled by ignorance or negligence in the tying of a knot or fastening of a rope.

With some the knack of tying a good, strong knot in a heavy rope or light cord seems to be a natural gift; it is certainly a very convenient accomplishment, and one that with practice and a little perseverance may be acquired even by those who at first make the most awkward and bungling attempts.

A bulky, cumbersome knot is not only ungainly, but is generally insecure.

As a rule, the strength of a knot is in direct proportion to its neat and handsome appearance.

To my mind it is as necessary that the archer should know how to make the proper loops at the end of his bow-string as it is that a hunter should understand how to load his gun.

Every fisherman should be able to join two lines neatly and securely, and should know the best and most expeditious method of attaching an extra hook or fly; and any boy who rigs up a hammock or swing with a "granny" or other insecure knot deserves the ugly tumble and sore bones that are more than liable to result from his ignorance.

A knot, nautically speaking, is a "bend" that is more permanent than a "hitch." A knot properly tied never slips, nor does it jam so that it cannot be readily untied. A "hitch" might be termed a temporary bend, as it is seldom relied upon for permanent service. The "hitch" is so made that it can be cast off or unfastened more quickly than a knot.

It is impossible for the brightest boy to learn to make "knots, bends, and hitches" by simply reading over a description of the

methods; for, although he may understand them at the time, five minutes after reading the article the process will have escaped his memory. But if he take a piece of cord or rope and sit down with the diagrams in front of him, he will find little difficulty in managing the most complicated knots; and he will not only acquire an accomplishment from which he can derive infinite amusement for himself and a means of entertainment for others, but the knowledge gained may, in case of accident by fire or flood, be the means of saving both life and property.

The accompanying diagrams show a number of useful and important bends, splices, etc. To simplify matters, let us commence with Fig. 57, and go through the diagrams in the order in which they come:

The "English" or "common single fisherman's knot" (Fig. 185, I) is neat and strong enough for any ordinary strain. The diagram shows the knots before being tightened and drawn together.

When exceptional strength is required it can be obtained by joining the lines in the ordinary single fisherman's knot (Fig. 185, I) and pulling each of the half knots as tight as possible, then drawing them within an eighth of an inch of each other and wrapping between with fine gut that has been previously softened in water, or with light-colored silk.

An additional line or a sinker may be attached by tying a knot in the end of the extra line and inserting it between the parts of the single fisherman's knot before they are drawn together and tightened.

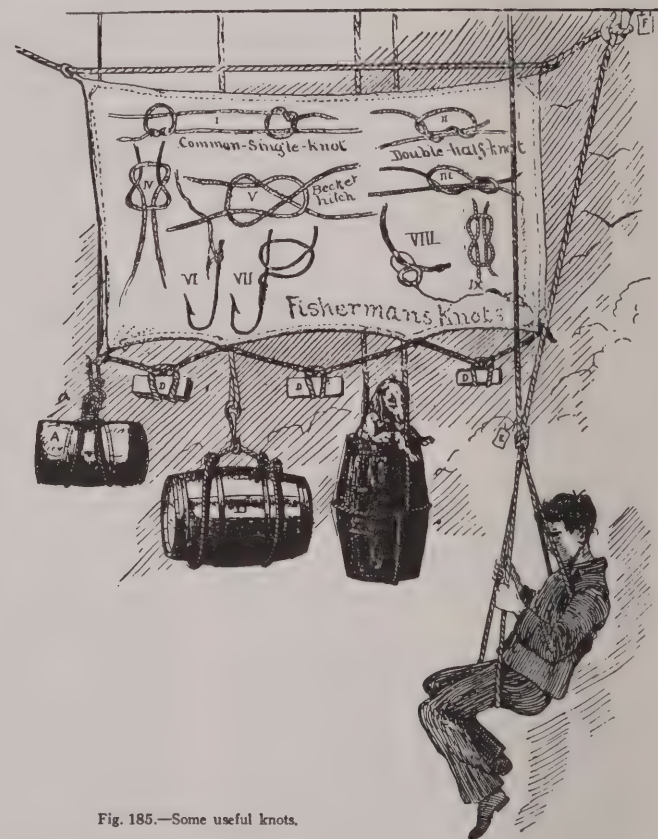


Fig. 185.—Some useful knots.

The "fisherman's double half knot," Fig. 185 (II and III). After the gut has been passed around the main line and through itself, it is passed around the line once more and through the same loop again and drawn close.

Fig. 185 (IV, V, and IX). Here are three methods of joining the ends of two lines together; the diagrams explain them much better than words can. Take a piece of string, try each one, and test their relative strength.

Fig. 185 (VI). It often happens, while fishing, that a hook is caught in a snag or by some other means lost. The diagram shows the most expeditious manner of attaching another hook by what is known as the "sinker hitch," described further on

(Fig. 185, D, D, D, and Fig. 186, XIV, XV, and XVI).

Fig. 185, VII is another and more secure method of attaching a hook by knitting the line on with a succession of half-hitches.

How to Make a Horse-Hair Watch-Guard

The same hitches are used in the manufacture of horse-hair watch-guards, much in vogue with the boys in some sections of the country. As regularly as "kite-time," "top-time," or "ball-time," comes "horse-hair watch-guard time."

About once a year the rage for making watch-guards used to seize the boys of our school, and by some means or other almost every boy would have a supply of horse-hair on hand. With the first tap of the bell for recess, some fifty hands would dive into the mysterious depths of about fifty pockets, and before the bell had stopped ringing about fifty watch-guards, in a more or less incomplete state, would be produced.

Whenever a teamster's unlucky stars caused him to stop near the school-house, a chorus of voices greeted him with "Mister, please let us have some hair from your horses' tails."

The request was at first seldom refused, possibly because its nature was not at the time properly understood; but lucky was the boy considered who succeeded in pulling a supply of hair from the horses' tails without being interrupted by the heels of the animals or by the teamster, who, when he saw the swarm of boys tugging at his horses' tails, generally repented his first good-natured assent, and with a gruff, "Get out, you young rascals!" sent the lads scampering to the school-yard fence.

Select a lot of long hair of the color desired; make it into a switch about an eighth of an inch thick by tying one end in a simple knot. Pick out a good, long hair and tie it around the switch close to the knotted end; then take the free end of the single hair in your right hand and pass it under the switch on one side, thus forming a loop through which the end of the hair must pass after it is brought up and over from the other side of the switch. Draw the knot tight by pulling the free end of the hair as shown by Fig. 185, VII. Every time this operation is repeated a wrap and a knot is produced. The knots follow each other in a spiral around the switch, giving it a very pretty, ornamented appearance. When one hair is used up select another and commence knitting with it as you did with the first, being careful to cover and conceal the short end of the first hair, and to make the knots on the second commence where the former stop. A guard made of white horse-hair looks as if it might be composed of spun glass, and produces a very odd and pretty effect. A black one is very genteel in appearance. These ornaments are much prized by cow-boys, and I have seen bridles for horses made of braided horse-hair.

Miscellaneous

Fig. 185, VIII shows a simple and expeditious manner of attaching a trolling-hook to a fish-line.

Fig. 185, F is a hitch used on shipboard, or wherever lines and cables are used. It is called the Blackwall hitch.

Fig. 185, E is a fire-escape made of a double bow-line knot, useful as a sling for hoisting persons up or letting them down from any high place; the window of a burning building, for instance. Fig. 186, XVIII, XIX, and XX show how this knot is made. It is described on page 77.

Fig. 185, A is a "bale hitch," made of a loop of rope. To make it, take a piece of rope that has its two ends joined; lay the rope down and place the bale on it; bring the loop opposite you up, on that side of the bale, and the loop in front up, on the side of the bale next to you; thrust the latter loop under and through the first and attach the hoisting rope. The heavier the object to be lifted, the tighter the hitch becomes. An excellent substitute for a shawl-strap can be made of a cord by using the bale hitch, the loop at the top being a first-rate handle.

Fig. 185, B is called a cask sling, and C (Fig. 185) is called a butt sling. The manner of making these last two and their uses may be seen by referring to the illustration. It will be noticed that a line is attached to the bale hitch in a peculiar manner

(a, Fig. 185). This is called the "anchor bend." If while aboard a sail-boat you have occasion to throw a bucket over for water, you will find the anchor bend a very convenient and safe way to attach a line to the bucket handle, but unless you are an expert you will need an anchor hitched to your body or you will follow the bucket.

Fig. 186, I and II are loops showing the elements of the simplest knots.

Fig. 186, III is a simple knot commenced.

Fig. 186, IV shows the simple knot tightened.

Fig. 186, V and VI show how the Flemish knot looks when commenced and finished.

Fig. 186, VII and VIII show a "rope knot" commenced and finished.

Fig. 186, IX is a double knot commenced.

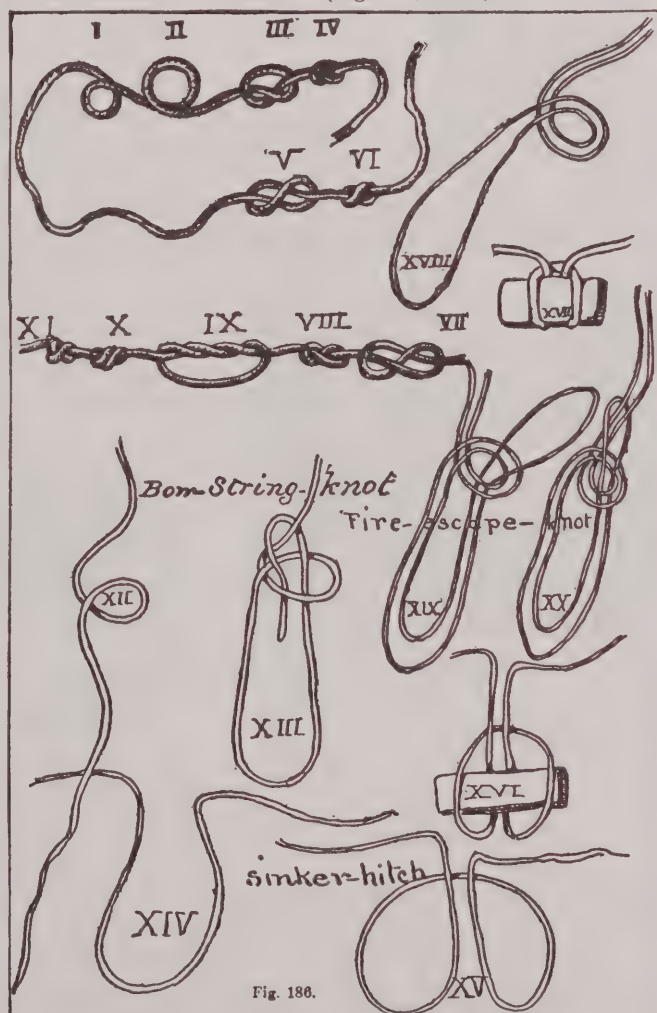
Fig. 186, X is the same completed.

Fig. 186, XI shows a back view of the double knot.

Fig. 186, XII is the first loop of a "bow-line knot." One end of the line is supposed to be made fast to some object. After the turn, or loop (Fig. 186, XII), is made, hold it in position with your left hand and pass the end of the line up through the loop, or turn, you have just made, behind and over the line above, then down through the loop again, as shown in the diagram (Fig. 186, XIII); pull it tight and the knot is complete. The "sinker hitch" is a very handy one to know, and the variety of uses it may be put to will be at once suggested by the diagrams.

Lines that have both ends made fast may have weights attached to them by means of the sinker hitch (Fig. 185, D, D, D).

To accomplish this, first gather up some slack and make it in the form of the loop (Fig. 186, XIV); bend the loop back on itself (Fig. 186, XV) and slip the weight through the double loop thus formed (Fig. 186, XVI); draw tight by pulling the two top lines, and the sinker hitch is finished (Fig. 186, XVII).





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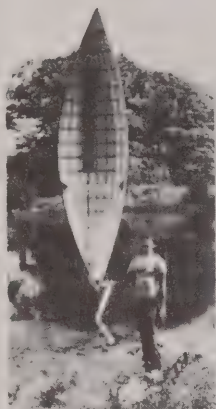
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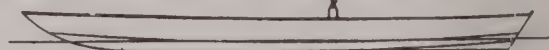


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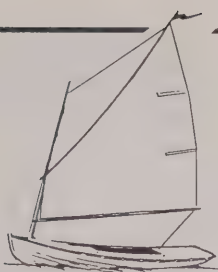
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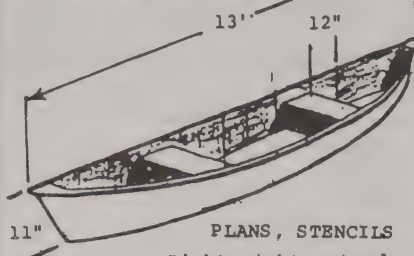
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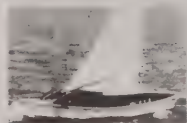
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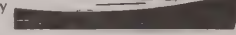
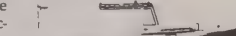
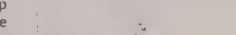
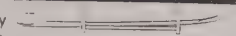
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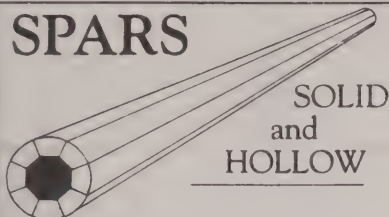


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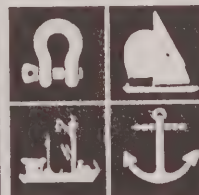
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ERNESTINE BAYER, Stratham, NH, (603) 778-9458. (23)

WANTED. "Small Boat Journal" back issues 1-63 in good condition.

DICK SMITH, 10213 Rounding Run, Richmond, VA 23233, (804) 741-2171. (23)

17' WITTHOLZ CATBOAT, for restoration or for parts. Restorable plywood hull, good mahogany cabin, good rudder, tiller, mast, boom, gaff, steel centerboard and all related hardware. Sail ripped along seam. Excellent for parts for someone building this Wittholz 17' or for restoration. On cradle. \$1,500 or offers.

RICHARD FRENCH, Durham, CT, (203) 349-8325. (23)

20' NIMBLE, a very traditional looking canoe yawl, 1987 FG "tropical" model, green hull, tanbark sails, bronze parts and fittings. Draws less than 12" with centerboard up. Great boat for gunkholing, weekend cruising. 5hp Honda and galvanized trailer. \$11,000.

MARK DAVIS, Providence, RI, (401) 861-6825. (23)

19' O'DAY WEEKENDER, not a Rhodes 19. Sleeps two on large berths, includes porta-potti, much equipment, 1986 Mercury 4.5hp and new galvanized Loadrite trailer. Boat has had minimal use and is in excellent condition. Asking \$5,800, will consider other fiberglass boats in trade.

DON CURRY, Topsham, ME, (207) 725-6914. (23)

30' SLOOP, International 210. Fast, wet, fun. Eat J-24's for lunch. 2,400 pounds, new keel frames and bolts. Roy Hunt's most successful sailboat design. Trailer. \$2,900.

WOODY BOYNTON, Old Saybrook, CT, (203) 388-1289 days, (203) 388-1118 eves. (23)

16' STONINGTON PULLING BOAT, 1988. Classic lines in a stable fiberglass hull. Teak trim, full length bronze keel guard, Martin Oarmaster sliding seat. 9'9" Piantedosi oars. Excellent condition. \$2,450. Located in New London, Ct, area.

JOHN WOODS, Gales Ferry, CT, (203) 464-6735 eves. (23)

12' WHITEHALL from Mystic Watercraft Collection. Cypress on oak, teak keel and stem, iroko transom and trim. \$2,500.

CAPE ANN SMALL CRAFT, Essex, MA, (508) 768-7411. (23)

CLASSIFIED ADS ARE FREE TO SUBSCRIBERS. Anyone who is a subscriber to MESSING ABOUT IN BOATS may run a classified ad at any time, as often as desired during the term of the subscription, at no cost. An ad will appear in two successive issues following receipt. To continue after that, the subscriber must request further publication of the ad. Commercial advertising is NOT available free, but anyone in the trade who subscribes may run a free classified ad for any personal boat or gear. Product lines and services for hire are commercial ads and can be run at a cost of 10 cents per word per issue run. Mail your ad copy to BOATS, 29 Burley St., Wenham, MA 01984.

RHODES 19. good racing record and condition, with excellent keel, bottom and rudder, plus many extras, on custom trailer. Ready to go, \$4,500.

NICK NICHOLS, Marblehead, MA, (617) 631-8069. (23)



24' CROSBY STRIPER BASS BOAT. Mahogany on oak, teak sole. Raised cabin with V berths, hanging locker and small galley. Needs some refastening and stem work, recanvassing, paint, etc. No motor but I have a line on two possible choices (both inexpensive). A worthwhile project if you want a great performing sea boat with those "classic lines". \$900 or make an offer. Send SASE for photo.

PETER WEIGLE, P.O. Box 265, E. Haddam, CT 06423, (203) 873-1671.

1964 SIGNET 20 TWIN KEEL SLOOP, roller furling jib, custom interior. \$2,500 or best offer.

CAPE ANN SMALL CRAFT, Essex, MA, (508) 768-7411. (23)

16' INDIAN POINT GUIDEBOAT with many options including maple oars. New, used very little, asking \$1,800.

WARREN STONE, 15 Willow Ridge, Elizabethtown, PA 17022, (717) 367-9621. (23)

SKILLED WOODEN BOAT REPAIRS. If you're looking for someone affordable to do professional repairs or restoration on your small wooden boat, call us. We've been building and repairing boats since 1933.

PERT LOWELL CO., Lanes End, Newbury, MA 01951, (508) 462-7409. (TF)

28' EASTERN INTERCLUB. On trailer. Presently redecking and replacing garboards. Will trade for something interesting and smaller. GORDON TOWLE, Westbrook, CT, (203) 399-5224. (23)

"THE WOOD & CANVAS CANOE", complete guide to its history, construction, restoration and maintenance. Everything you need to know about traditional wood/canvas canoes, written by builder/restorers Jerry Stelmok and Rollin Thurlow. \$20 for a copy signed by the authors, postpaid.

NORTHWOODS CANOE SHOP, RFD #3 Box 118-2A, Dover-Foxcroft, ME 04426. (TF)

16' WIANNO JR., 1953, in excellent condition, all painted and varnished, on fairly new galvanized trailer. Ready to sail. Asking \$5,000.

RON DENMAN, Lyme, CT, (203) 434-1619 days, (203) 434-5546 eves.

12' WHITEHALL, excellent rowing/sailing boat. Very traditional. Only used for two summers. Varnished mahogany seats and gunwales, hand laid up fiberglass hull. Two rowing positions, gaff sail rig. Oars included. Great family boat in excellent condition. \$2,150.

S. SHERRILL, Beverly Farms, MA, (508) 921-0941. (23)

LAPSTRAKE BOAT WANTED, varnished, 12'-17' in any condition. Also want a wooden canoe. Cash, or trade my 16' fiberglass sailing peapod, 13' Whaler, or 14' Lasers.

BOB ROSBE, 46 Water St., Marion, MA, (508) 748-3211. (23)

CANOE LINES PLANS. Lines, off-sets, mold patterns, for 12', 14-1/2', 16', 18-1/2' canoes drawn for traditional beauty and versatility. Sized for either strip built or wood/canvas construction.

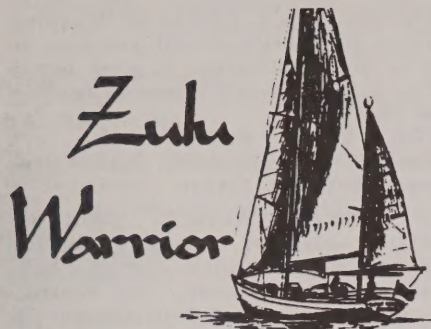
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BEEBLE CAT TEE SHIRTS ARE BACK. 100% cotton, blue with white sail plan. Sizes M, L, XL. \$14 each. Call or write:

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ESCAPE NEW ENGLAND WINTER! Sail beautiful warm Florida Bay in our 25' and 34' leeboard sharpies. Nicely equipped bareboat charters. Fabulous waters, secluded cruising. Cottage also available.

KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TFp)



SAIL THE VIRGINS. Beautiful, fast, seakindly, reasonable, Gallant 53' ketch "Zulu Warrior". Chartering in the Virgins 17 years. MARTA WILMERDING MAC FARLAND, 12 Statesman Terr., Marshfield, MA 02050, (617) 837-6505. (TF)

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CARIBOU KAYAKS. I don't just build kayaks, I also repair kayaks. Alterations, reseaming, custom AWLGRIP paintwork (spruce up that old boat of yours!), materials and outfitting equipment available. BARRY BUCHANEN, P.O. Box 362, Bass Harbor, ME 04653, (207) 244-5703. (24p)

16' WHISP, xynole/epoxy over ply with cotton (Hecla) sail. Asking \$750. Also C-2 whitewater canoe, \$150. GORDON TOWLE, Westbrook, CT, (203) 399-5224. (23)

TSUNAMI KAYAS. X-1 Rocket Boat and new X-2 Starship (tandem). Ultimately safe high performance open cockpit design. Easily rolled or re-entered. Rugged. Ideal for touring, cruising, surf and solos. Learn advanced skills without fear of capsizing.

JIM TENNERMAN, 42 Parker St., Cambridge, MA 02138, (617) 491-1172. (23p)

22'x17' TRIMARAN, West System, center cockpit, double bunk in small stern cabin. Demountable amas. All gear, 4hp Suzuki outboard, trailer. Cruised 10,000 miles, California to Alaska twice, Great Lakes too. \$4,500 or best offer.

PETER MARSH, Box 14786, Portland, OR 97214. (23)

CANOE SAILING CALENDAR. Twelve black and white "hot" photos of open sailing canoes and International 10 Meter canoes taken in the Thousand Islands. Proceeds go to support "The Canoe Sailor", a free canoe sailing newsletter. Calendar \$10, postpaid, FREE copy of "The Canoe Sailor" included.

CHUCK SUTHERLAND, RD 1, Box 457, Green Lane, PA 18054. (TF)

19' WOODEN MAST, 2"x3" with aluminum fairing, SS rigging, bronze hardware. 9' wooden boom, 2"x3-3/4". 10'9" aluminum boom 2-3/8"x1-3/4". Various used cleats, blocks, rigging wire, misc. hardware. Very low prices, cleaning out needed shop space. Send SASE for list.

EMERSON DAHMEN, 100 Bray St., Gloucester, MA 01930, (508) 283-3536. (23)

18' WORKBOAT, work or pleasure. Stable, rugged, seaworthy. Has hydraulic lobster pot hauler, 1986 40hp Suzuki outboard (needs lower unit). Make offer.

JOHN WHEBLE, Kingston, MA, (617) 585-6962. (23)

SUMMER RENTAL. House on a Maine island near Acadia National Park. Three bedrooms, bath, kitchen. View of harbor, hiking trails on property and other places on island. Fresh water swimming quarry nearby, launching sites for boats, sand beach. \$475 per week, Saturday to Saturday. Access to island by ferry six times a day. Write or call for more information.

IVER LOFVING, Box 366, Swans Island, ME 04685, (207) 526-4121. (TF)

FLYING DUTCHMAN, fiberglass #1367. Main, genoa, spinnaker, trapeze, trailer. \$1,800.

RAYMOND JANES, Friendship, ME, (207) 832-6642. (23)

OLD BOAT PLANS. Copies from "Mechanics Illustrated", "Science & Mechanics", "Sports Afield Annual", and others. Hundreds available. Catalog \$4.

E.G. RAGSDALE, P.O. Box 48M, Westlake, OR 97493, (503) 997-7818.

ALDEN SCHOONER PRINTS. Limited number of prints of John Alden's finest schooner, "Mandoo". 21"x15-3/4" plus margins. Original oil by well known British naval artist Leslie A. Wilcox. \$25 each.

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KAYAK ROLLING & RESCUE COURSE. Six classes, twice a week over a three week period for \$40 fee; covering eskimo rolling and sea kayak rescues. Held in Danvers, MA.

MARK BLAQUIERE, 100 Mitchell Rd., Ipswich, MA 01938, (508) 356-1697. (TFp)

16'6" MAD RIVER CANOE, Kevlar/Airex Explorer. Dark green, 50 pounds, three years old. Seldom used, too much canoe for me. Excellent condition, \$995.

LARRY WINCHESTER, Greenfield, NH, (603) 547-3461 eves best. (23)

16' WAYFARER, Frank and Margaret Dye's famous cruising dinghy "Wanderer". Cruising complete. Trailer, boom tent and much more.

CLYDE GIESENSCHLAG, Miami Springs, FL, (305) 884-3504. (2)

20' ST. PIERRE DORY. Pine on oak, restored. 3' draft lead keel, cuddy cabin, mahogany doors, seats, floor, grab rails and cleats. Ketch rigged with tanbark gaff main and jib two years old and in good condition, new mizzen mast and standing rigging, boom cover for main. Custom outboard bracket, drive shaft for inboard. A very pretty boat painted white. \$1,500.

A. KOKINOS, Marblehead, MA, (617) 631-1316, leave message. (23)

SIMMONS SEA SKIFFS. Classics of the North Carolina coast. Outstandingly seaworthy, fast with low power, light, simple plywood lapstrake construction. Detailed plans and directions, no lofting. SEA SKIFF 18: Featured in SRJ #51. 17'1"x5'7"x5" draft, 20-40hp. Plans \$30.



SEA SKIFF 20: The big offshore fisherman. 19'4"x7'6"x10" draft; 50-70hp. Plans \$45. Information on both \$1.

NEW HANOVER COUNTY MUSEUM FOUNDATION, 814 Market St., Wilmington, NC 28401, (919) 341-4350. (TFP)

NEW KITS FOR BUILDING THE "ADIRONDACK GOODBOAT". Constant camber hull panels and all the parts with complete instructions. Minimum tools and space needed, no building jig required. Boat can be put together in one to three days and finished at your leisure, saving thousands. The "Adirondack Goodboat" is a rowing/sailing boat of 17'x43", 105 lbs. Send for info and prices.

MASON SMITH, AGB, Box 44, North Point Rd., Long Lake, NY 12847, (518) 624-6398. (TF)

"THE SKIPPER", the magazine for yachtsmen. January, 1965, to December, 1968; and 1, 3, 10, 12, 1969; 1, 2, 4, 7, 1970. Published by Pierre S. DuPont in Annapolis, MD. These delightful magazines include much design commentary on the sailboats of that period, historical articles and numerous sea stories. \$50 or reasonable offer.

CHUCK WRIGHT, N. Falmouth, MA, (508) 564-4250. (23)

DOVEKIE SAILBOAT. hull #82. Red hull with white deck. Good shape but needs minor cosmetic work. Includes Yamaha 5hp longshaft motor, custom motor mount, backporch, long foil leeboards and many accessories. Asking \$5,000 as is, or \$6,000 if I have to do the work. Can be seen in Marlborough, NY. CRAIG POOLE, New York, NY, (201) 333-5857. (1)

23 COM-PAC MARK II SLOOP. 1985 (commissioned 1986). Sleeps four, galley, sails with cover, 8hp Evinrude Sailmaster with alternator, galvanized tandem axle trailer, compass, CQR anchor/rode, mooring and winter covers, extras. In Bristol condition, asking \$11,000. BOB GROESCHNER, Norwalk, CT, (203) 847-8726 eves & wknds, (203) 966-9536 days. (24)

WANTED. 30'-40' main or mizzen mast (wood) for a York Harbor River site flagpole.

STEWART DAWSON, Big Pine Island, Box 1113, York Harbor, ME 03911, (207) 363-7436.

OUTBOARD MOTOR. 1958 Johnson 18hp, broken driveshaft, but excellent otherwise. Includes tank, remote controls, spare propellor. Make offer.

CRAIG WILSON, San Jose, CA, (408) 946-4253. (24)

MICRO. Nice boat, teal, white and black with tanbark sails, trailer. Two years old. \$1,700.

JEFF BROWN, St. Regis Falls, NY, (315) 328-4778. (24)

WOODEN "WAYFARER" WANTED. Growing family is looking for an inexpensive "Wayfarer". Family and contacts in most parts of the country, will consider the right boat in any part of the U.S. Price, equipment list and photo requested. Your little-used or unused boat might enjoy extensive cruising on the Sea of Cortez, Lake Powell, etc. PAUL KREAMER, 2143 E. 4th St., Tucson, AZ 85719. (23)

16' SEA KAYAK. Stripwood/glass construction, 23" beam, quick, graceful, beautiful boat. One-of-a-kind design for a soon-to-be-famous line of boats for a one-of-a-kind price. \$850. ED ROONEY, S. Dartmouth, MA, (508) 636-3871. (24)

ADIRONDACK GUIDEBOATS. The largest selection of guide boats and historically correct accessories available from one source. Ten models, paddles, oars, yokes, seats and hardware. Free information and video available.

INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457. (TF)

1936 AUSTRALIAN RACING SHELL, 26'3"x12", weight about 38 lbs. New seat, slider, shoes. Used until three years ago. Very nice shape to use or admire. With one set of blades. \$1,200 or B.O. or trade for pre-1970 BMW motorcycle or commercial type lawnmower. GRAY BUJNOWSKI, Hartford, CT, (203) 724-4317 (24)

CULLER SAILING SAMPAN, spruce planks on oak frames, cypress transoms. \$2,000.

CAPE ANN SMALL CRAFT, Essex, MA, (508) 768-7411. (23)

ISLAND ESCAPE. On Long Island South, in the New Meadows, Casco Bay.

Three bedroom turn-of-the-century cottage. Lovely water view from upper deck. Deep water float, wood stove, screened porch, solar shower, flush toilet, oil lamps, gas stove and refrigerator (no electricity). Friendly neighbors, lots of rustic charm. Aluminum rowboat provided, or bring your own. Prefer to rent three weeks in July for \$750, or single weeks at \$300 each.

HOLLY MEADE, Hamilton, MA, (508) 468-4697. (24)

WANTED. Second hand Grumman aluminum canoe.

M.H. DODD, 17 Hall's Point Rd., Stony Creek, CT 06405, (203) 481-8676 (h), (203) 373-2156 (w). (24)

ROWING SHELL. Chantier Navel Julien 21'8", fastest recreational rowing shell available today, with custom carbon fiber lightweight sculls, fully adjustable stainless steel riggers, competition Martinoli locks. Easily handled, excellent performance. Stored inside, mint condition. \$1,100 for shell and oars.

DR. ROBERT R.N. ROSS, Mansfield, MA, (508) 952-3861 (work), (508) 339-5639 (home). (24)

27' RACING SHELL. Fiberglass with Row Wing and hard shell deck, custom built by R.A. Negaard, Jacksonville, FL. 28 lbs, used only four times, stored indoors. Includes carbon fiber oars, complete canvas cover, stretchers and car top carrier. Cruise or race your favorite river in style. \$2,500.

ANDY PARKS, 24 Waterman Ave., Marshfield, MA, (617) 837-1220, 5-8 p.m. (24)

12' ROWING SKIFF. Cedar on oak, smooth planked, splined bottom. Built by Maine Maritime Museum Apprenticeship in '90. Like new. \$600.

BILL EVERETT, Monroe, NH, (603) 638-2370. (24)

8' ROWING PRAM. Cedar on oak and cherry, splined bottom, lapstrake construction with plenty of freeboard. Approximately 75 lbs. Excellent condition. \$350.

BILL EVERETT, Monroe, NH, (603) 638-2370. (24)

7'6" CULLER OARS. One pair, spruce, used once. \$75.

BILL EVERETT, Monroe, NH, (603) 638-2370. (24)

WANTED. Sea Scouter Dinghy plans or information. Dimensions are 10' length, 4'2" beam, 66 square feet sail area. I believe these boats were used as trainers for the Sea Scouts in the 1940's and '50's.

CARL ATWOOD, Bridgewater, MA, (508) 697-8673 eves. (24)

20' ST PIERRE DORY, reasonable. JOHN AGNOLI, E. Longmeadow, MA, (413) 525-4071. (2p)

WANTED. BACK ISSUES of "Messing About in Boats". Would you like to give your collection a good home? The Yurt Foundation would happily be that home.

THE YURT FOUNDATION, c/o William Cowperthwaite, Bucks Harbor, ME 04618. (24)

19' POCKET CRUISER. Lightning #6540, cedar on mahogany, spruce spars, two sets sails, custom cuddy cabin, cockpit cover, bed boards, camping cover, 2.7hp Cruise 'N Carry outboard, running lights. Excellent condition. On rusty, scary trailer. Featured in "Boats", August 15, 1987. Similar to Lightning featured in "Sail" magazine September 1990. \$2,000.

MICHAEL BLUNT, P.O. Box 3091, Annapolis, MD 21403. (24)

18' CHRIS CRAFT. 1947 Sportsman Utility, mahogany, Chrysler 6. \$3,900.

HAL WARNER, Springfield, MO, (417) 886-1734. (24)

14' DAYSAILER. 1988 Holder Mk II Limited Edition with Harken hardware, Prism sails, roller furling jib, motor mount and accessories. 1988 Cox galvanized trailer with bearing buddies, 15'/800 lb. capacity. 1988 Yamaha 3hp long shaft outboard motor with neutral and forward gears, throttle lock, steering damper, less than ten hours, no salt water. All items in excellent to mint condition. A beautiful safe and fast family boat. Selling to try the kayak experience. Original investment \$3,800, will sell package for \$2,000 or consider partial trade for double kayak with sailing rig in excellent condition. Will also consider selling items separately. Let's not wait, Spring is almost here!

JACK KUSZAJ, Norton, MA, (508) 285-7614 eves. (24)

TWO 15' LYMANS. Each about 1955, each on a trailer (one a tilt trailer), each with wooden windshield, varnished deck and interior, floorboards, steering wheel, bimini top; one with side curtains, one with brand new mooring cover; both in good condition. Always trailered, always stored inside. \$500 each, both for \$950. Need room inside for new boat project.

JOHN STILGOE, Norwell, MA, (617) 659-2090. (24)

LASER SAILBOAT. Galvanized trailer, two sails, good condition. GEORGE DUNBAR, Lyme, CT, (203) 448-1152. (24p)

ALCOHOL STOVE in good condition, \$35.

G.L. CLARK, 32 Ocean Ave., S. Yarmouth, MA 02664, (508) 394-8390, (401) 723-2444. (24)

SAROCA, used, complete with sail, paddles and outboard bracket. \$1,395.

FERNALD'S, Rt. 1A, Newbury, MA, (508) 465-0312. (23)

OUTBOARD WINDSHIELDS. Three different windshields suitable for 14' to 18' range. Send SASE for description and photos.

BOB WHITTIER, Box T. Duxbury, MA 02331. (24)

16' GREAT PELICAN SLOOP. Includes mast, spars, rigging, good sails, custom trailer. FREE to restorer.

W.L. NEWCOMB, Calabasas, CA, (818) 884-8843. (24)

13'2" KAYAK. Cedar strip touring kayak, West System, with air bags and spray skirt. Weighs 28 lbs. Excellent condition. \$495

ART BRUNT, P.O. Box 1295, Wolfeboro, NH 03894, (603) 569-4948. (24)

WANTED. Hobie rig, complete or partial, with sails, for Hobie 18, Hobie Supercat 20 or Hobie 21.

RICH HILSINGER, Wooden Boat School, Box 78, Brooklin, ME 04616, (207) 359-4651. (24)

CANOE BUILDING FORM. For wood/canvas canoe, 15' length by 35" beam, metal straps at rib locations, well constructed. \$1,200.

JOHN MAIURANO, RD 1 Box 205B, Greenwich, NY 12834, (518) 692-9201. (24)

15' WOOD/CANVAS CANOE. Never used. Ash, cherry, mahogany trim. Weight approximately 60 lbs. Red. \$1,500.

JOHN MAIURANO, RD 1 Box 205B, Greenwich, NY 12834, (518) 692-9201. (24)

WOODEN MAST. 32'x2-1/2"x3-1/2" with boom and fittings. Iron ballast keel with ten mounting holes. Three sails, dacron main and genoa (like new), cotton jib. Offers.

MARTIN DEVINE, Brockton, MA, (508) 588-9167 aft. 5 p.m. (24)

WANTED. Used trailer for 17' Whitehall, 500 lbs. Under \$300.

MARC BARTO, Smithburg, MD, (301) 293-1169 anytime. (24)

ANTIQUÉ BOAT PLANS. Over 100, prams to schooners, power and sail. Catalog \$4.

T&J PLANS SERVICE, P.O. Box 69, Fast Dick, CA 95538. Checks payable to J. Freeman. (24)

12' BOLGER TEAL. For rowing and sailing. Excellent condition, hardly used. Bronze fastenings and fittings. Fondly painted gray inside and out. Includes rudder and lee-board but no rig. \$150 or B.O.

ANDY KLUCKSTEIN, Ipswich, MA, (508) 356-0171. (24)

MARINE ENGINE. Wisconsin two cylinder 18hp air cooled, reverse gear, 12v electric start. Never run since new. \$750 or B.O.

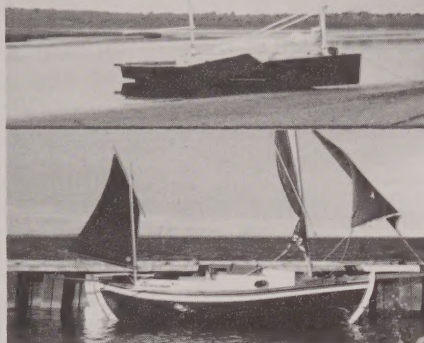
JIM, E. Windsor, CT, (203) 623-8778. (24)

WANTED. Phil Bolger's book, "30 Odd Boats".

AL EDWARDS, Chatsworth, CA, (818) 700-8616 aft 7 p.m. PST.

33' BOLGER SHARPIE. "Pointer", Story built in 1959, well maintained, excellent shallow draft cruiser. Large most comfortable cockpit, sleeps four, FUN! Ready to sail. \$6,500 or best offer.

HENRY ELLIOT, Swansea, MA, (508) 677-1893. (24)



20' ELVER. "Winter's Dream", a Steve Redmond designed canoe yawl. West System construction, five tanbark sails from North Sails, new 5hp Honda longshaft with remote controls and swing lift, hard interior and cockpit Endura two-part polyurethane paint. \$9,900 Canadian or \$8,500 U.S.

ANDY ANDERSON, St. Albert, Alberta, Canada, (403) 973-5585 eves. (24)

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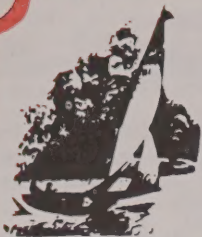
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